

DRAFT  
Environmental Impact Report  
Volume 1

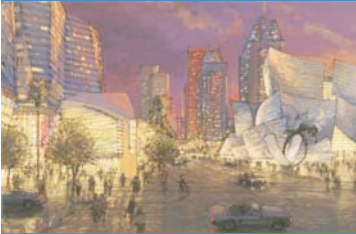
THE  
GRAND AVENUE PROJECT

State Clearinghouse No. 2005091041



PCR

June 2006



June 6, 2006

DRAFT Environmental Impact Report  
Volume I

THE  
GRAND AVENUE PROJECT

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State Clearinghouse No. 2005091041



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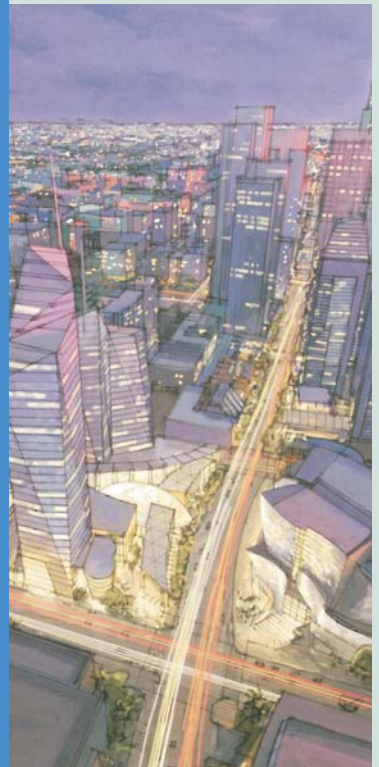
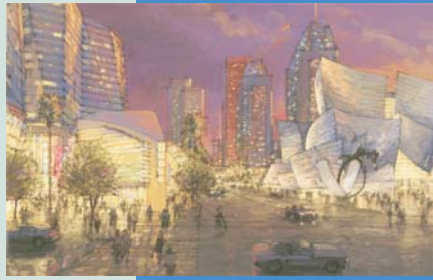
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## I. SUMMARY



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## I. SUMMARY

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### 1. PURPOSE OF THE EIR

This EIR is a Project EIR, as defined by Section 15161 of the State CEQA Guidelines and, as such, serves as an informational document for the general public and Project decision-makers. The Los Angeles Grand Avenue Authority (“Authority”), which is an independent public agency established through a Joint Exercise of Powers Agreement between the Community Redevelopment Agency of the City of Los Angeles, California (CRA/LA) and the County of Los Angeles (“County”), has the principal responsibility as Lead Agency for approving the Project. The County and the CRA/LA formed the Authority as a Joint Exercise of Powers authority responsible for overseeing the implementation of the Project. The Grand Avenue Implementation Plan, which guides the description of the Project, represents a collaborative effort among the Authority, the Grand Avenue Committee, and the Project’s developer, The Related Companies, L.P. and its development entity Grand Avenue L.A., LLC (collectively “Related Companies” or “Related”). Accordingly, the Joint Exercise of Powers Agreement designates the Authority as the lead agency for purposes of review under the California Environmental Quality Act (CEQA) since, among other reasons, the Authority is responsible for obtaining ground leases from the County and CRA/LA for the proposed development parcels and re-leasing to the Related Companies for the development of those parcels. The County and CRA/LA will act as responsible agencies under CEQA. As Lead Agency the Authority is responsible for the preparation and distribution of this Draft EIR and preparation of the Final EIR.

This EIR shall be used in connection with all other permits and all other approvals necessary for the construction and operation of the Project. This EIR shall be used by the Authority, the CRA/LA, the County of Los Angeles Board of Supervisors, the City of Los Angeles City Council as well as the City’s Department of Planning, Department of Building and Safety, Department of Transportation, and Department of Public Works, including the Bureaus of Engineering and Sanitation, and all other public agencies that must approve activities undertaken with respect to the Project.

This Draft EIR evaluates the environmental impacts determined by the Authority to be potentially significant and discusses the manner in which the Project’s significant effects can be reduced or avoided through the implementation of mitigation measures. Impacts that cannot feasibly be mitigated to a level below significance are considered significant, unavoidable adverse impacts. In accordance with Section 15130 of the State CEQA Guidelines, this EIR also includes an examination of the effects of cumulative development in the vicinity of the proposed



Project. Cumulative development includes probable future projects that, in conjunction with the proposed Project, may result in a cumulative impact. In addition, this EIR evaluates the extent to which environmental effects could be reduced or avoided through the implementation of feasible alternatives to the proposed Project. Furthermore, the Authority is responsible for certifying the EIR and adopting any mitigation measures needed to address the Project's significant environmental impacts. For any unmitigated or under-mitigated significant environmental effects, the Authority may, after making a series of findings, approve the proposed Project after adoption of a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093.

## **2. EIR FOCUS AND EFFECTS FOUND NOT TO BE SIGNIFICANT**

In compliance with CEQA, a Notice of Preparation (NOP) was prepared by the Authority and distributed for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on August 31, 2005. The NOP identified those environmental topics for which the proposed Project could have adverse environmental effects and concluded that an EIR would need to be prepared to document these effects. A copy of the NOP and Initial Study, the NOP distribution list, responses to the NOP received by the Authority and scoping meeting transcript are included in Appendix A of this Draft EIR.

In the Initial Study, the Authority determined that implementation of the proposed Project may, either by itself or in conjunction with past, present, and reasonably foreseeable future development in the vicinity, have significant effects in the following areas:

- Land Use and Planning;
- Transportation, Circulation, and Parking;
- Aesthetics and Visual Resources;
- Historical Resources;
- Population and Housing;
- Air Quality;
- Noise;
- Hazards and Hazardous Materials;
- Public Services (Fire and Police Protection, Schools, Libraries, and Parks and Recreational Facilities); and

- Utilities (Water Supply, Wastewater Infrastructure and Treatment, and Solid Waste).

The Authority determined that the proposed Project would not have the potential to cause significant impacts in the following areas: Agricultural Resources, Biological Resources, Geology and Soils, Hydrology and Water Quality, and Mineral Resources. Therefore, these issues are not examined in this Draft EIR. The rationale for the finding that no significant impacts would occur for these issues is provided in the Project's Initial Study, included in Appendix A of this Draft EIR.

### 3. EIR ORGANIZATION

This Draft EIR is organized into the following eight chapters:

- I. Summary.** This chapter describes the purpose of the EIR, EIR focus and effects found not to be significant, EIR organization, Project background, areas of controversy and issues to be resolved, public review process, discretionary actions, and a summary of environmental impacts and proposed mitigation measures.
- II. Project Description.** This chapter presents the location, characteristics, and objectives of the proposed Grand Avenue Project.
- III. General Description of the Environmental Setting.** This chapter contains a description of the existing setting and a list of related projects that are anticipated for completion by 2015, the anticipated time of completion for the proposed Project.
- IV. Environmental Impact Analysis.** This chapter contains the environmental setting, proposed Project and cumulative impact analyses, mitigation measures, and conclusions regarding the level of impact significance after mitigation for each of the environmental issues addressed in this EIR. Additionally, this EIR describes various measures that would lessen the Project's potential environmental impacts. For the purposes of this EIR, these measures are designated as "CEQA Mitigation Measures," "Regulatory Measures," and "Project Design Measures." Those terms are defined as follows: (i) a CEQA Mitigation Measure is a measure that would lessen an otherwise significant Project impact, (ii) a Regulatory Measure is a measure imposed by applicable law, rule, regulation or standard agency practice for a Project impact deemed herein to be less than significant, and (iii) a Project Design Measure is a measure proposed by Related as a feature of the Project that would lessen a Project impact deemed

herein to be less than significant. Furthermore, this EIR lists CEQA Mitigation, Regulatory and Project Design Measures for the development of Parcels W-1 and W-2. Even though the description of such measures specify them as applicable to the development of both of those parcels, it should be noted that these measures would still apply to the development of Parcel W-2 even if Related does not acquire an interest in the privately owned Parcel W-1.

- V. Alternatives.** This chapter provides analyses of each of the alternatives to the proposed Project, including, but not limited to, a No Project Alternative.
- VI. Other Environmental Considerations.** This chapter presents an analysis of the significant irreversible changes in the environment that would result from the proposed Project, as well as the growth-inducing impacts of the proposed Project.
- VII. Persons and Organizations Consulted.** This chapter lists all of the persons, agencies, and organizations that were consulted or contributed to the preparation of this Draft EIR.
- VIII. Bibliography and References.** This chapter lists all of the references and sources used in the preparation of this Draft EIR.

This Draft EIR includes the environmental analysis prepared for the proposed Project and nine appendices, namely:

- Appendix A - Notice of Preparation (NOP), Initial Study, Scoping Meeting Transcript and NOP Response Letters;
- Appendix B - Traffic Analysis;
- Appendix C - Historic Resources Technical Report;
- Appendix D - Air Quality Calculation Worksheets;
- Appendix E - Noise Calculation Worksheets;
- Appendix F - Hazardous Materials;
- Appendix G – Utilities;
- Appendix H – Environmental Equivalency Thresholds; and

- Appendix I – Resumes of Draft EIR Authors.

#### **4. PROPOSED PROJECT**

##### **a. Project Goal and Objectives**

Section 15124(b) of the State of California Environmental Quality Act (CEQA) Guidelines states that the Project Description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.”

The underlying purpose, or goal, of the Grand Avenue Project as well as its supporting objectives, including its prioritized basic objectives, are set out in this section as part of the Project Description.

##### **GOAL**

The ultimate goal of the Grand Avenue Project is to provide an economically viable, architecturally distinguished, community- oriented, mixed-use development with welcoming public open spaces that will create, define, and celebrate the Civic and Cultural Center as a regional destination in downtown Los Angeles.

##### **OBJECTIVES**

###### **Priority Objectives**

- Create a vibrant, 24-hour development that activates the Civic and Cultural Center by attracting both residents and visitors, day and night, through a mix of uses that are economically viable, that complement each other, and that add to those that already exist on Bunker Hill.
- Implement redevelopment plan objectives to permit a maximum density of development commensurate with the highest standards of architecture and landscape design, in order to create a pleasant living and working environment.
- Generate at least \$50 million in funds from the earlier phases of the project itself, and at least \$45 million from Phase 1, by the lease of public land, and use these funds to improve and extend the existing Los Angeles County Mall into a Civic Park that can serve as a public gathering place for the entire region.

- Ensure that 20 percent of all residential units in the project are affordable units for low-income residents.
- Create a long-term stream of additional tax revenues for the City, the Community Redevelopment Agency and the County.

## **All Objectives**

### **Generate Specific Public Benefits**

- Generate at least \$50 million in funds from the project itself, and at least \$45 million from Phase 1, by the lease of public land, and use these funds to improve and extend the existing Los Angeles County Mall into a Civic Park that can serve as a public gathering place for the entire region.
- Create a long-term stream of additional tax revenues for the City, the Community Redevelopment Agency and the County.
- Ensure that 20 percent of all residential units in the project are affordable units for low-income residents.
- Expand upon the recent success of projects on Grand Avenue such as the Walt Disney Concert Hall, the Cathedral of Our Lady of the Angels, the Museum of Contemporary Art, Colburn School of the Performing Arts and other projects, by developing four publicly-owned parcels of land at the top of Bunker Hill, whereby the property owners and a private developer work together to create a project of regional impact which generates significant benefits for the public.
- Create public spaces on the development sites that enhance the attractiveness of the project and that are open and accessible to the public.
- Increase economic activity in the Project area, including the provision of new permanent jobs and the creation of a significant number of construction jobs.
- Create a more welcoming environment for the community and visitors to the center of the city, increasing the number and diversity of patrons to the cultural and commercial attractions of the Bunker Hill Redevelopment Project area.
- Increase the value of the underlying, publicly owned real estate while minimizing public investment in the project.



- Continue the transformation of the Bunker Hill area into a significant high-rise urban environment in downtown Los Angeles by development of the last major undeveloped, underutilized sites in the Redevelopment Project area.

### **Activate Downtown Los Angeles**

- Create a vibrant, 24-hour development that activates the Civic and Cultural Center by attracting more people, day and night, through a mix of uses that are economically viable, that complement each other, and that add to those that already exist on Bunker Hill.
  - Develop a substantial amount of housing, inclusive of affordable housing, in order to expand the diversity of downtown living options.
  - Provide an exceptional hotel within the development to serve and enhance the multifaceted visitor related activities and destinations in the Project area.
  - Provide retail and entertainment uses in a distinctive mixed-use environment to serve and welcome residents as well as visitors from throughout the region and beyond.
  - Provide public parking at a reasonable rate that will attract the public to the Grand Avenue area as well as to the retail, entertainment, and hotel uses within the project.
  - Allow for the possibility of County office use within the later phases of the project.
  - Program and design the project to appeal to various market segments and residents of surrounding neighborhoods.
- Create a northern anchor for the downtown area to complement the southern anchor at “LA Live” to create a more diverse and vibrant downtown core.

### **Create a Civic Gathering Place**

- Improve and expand the existing Los Angeles County Mall into a Civic Park so that it can be operated to serve as an active, welcoming setting for daily activity as well as a gathering place for community celebrations, cultural and ethnic celebrations, festivals, holiday events, political gatherings and the like.

- Improve both pedestrian and visual access to the park through the elimination of barriers such as the parking garage ramps at Grand Avenue and at Hill Street.
- Provide for functional and attractive linkages through the park connecting neighborhoods, government facilities, office uses, and retail uses located in proximity to the east of the project area with Grand Avenue.

### **Enhance Pedestrian Connections**

- Provide a design that emphasizes pedestrian and public transit opportunities, and that integrates linkages between pedestrian, public transit and the public roadways.
- Encourage pedestrian movement in the vicinity of Grand Avenue, providing easy access to and from the Cathedral, the Music Center, the Civic Park, the Walt Disney Concert Hall, the Colburn School, MOCA, the new Central High School No. 9 (soon to be under construction), the proposed development project, the various courthouses, and the County and City seats of government.
- Encourage the use of public transportation to and from the downtown through the use of appropriate bus, train, and other transit system such as the existing Metro Red Line Civic Center Station, and through Red Line connections to Union Station and the region by commuter train, as well as by regional bus transit and local bus transit.
- Create an attractive pedestrian connection from the Civic Center, south to the Financial District, integrating the Civic Park and Grand Avenue into the overall downtown context.

### **Create Distinguished Architectural Design**

- Create an architecturally distinguished project which meets the level of quality of neighboring buildings such as: the Walt Disney Concert Hall, the Cathedral of Our Lady of the Angels, the Music Center, the Museum of Contemporary Art, the Colburn School for the Performing Arts, the Caltrans Building, and the future high school for the arts to be located on Fort Moore Hill.
- Build to high densities and create a critical mass of activity in order to energize the Cultural and Civic Center.

### **Facilitate Achievement of Redevelopment Goals for the Bunker Hill and the Central Business District**

- Implement redevelopment plan objectives to permit a maximum density of development commensurate with the highest standards of architecture and landscape design, in order to create a pleasant living and working environment.
- Improve the jobs/housing balance downtown.
- Contribute to the goal of creating a world class downtown and assist in the development of downtown as a major center of the Los Angeles metropolitan region.
- Create synergies between the City, the Community Redevelopment Agency and the County to improve properties in the Redevelopment Project areas.
- Implement redevelopment plan objectives to provide that the proposed residential area of the project be developed to provide housing, among others, for workers who seek a living environment near their places of work as well as near the available cultural, educational and entertainment facilities.
- Implement redevelopment plan objectives by contributing to the creation of a plan of land use of great benefit to the people of the entire Los Angeles metropolitan area; by the provision of facilities in large demand for modern, convenient, and efficient living accommodations for downtown employees and by changing a tax liability to a tax asset for the people of the City and County by increasing the tax revenue many times.
- Implement the current Design for Development for the Bunker Hill Redevelopment Project by implementing the principle that Bunker Hill has a unique and strategic location between the Central Business District and the Civic-Cultural Center and can play a role as an essential element of the core of the Central City by accommodating a variety of land uses and the full range of activities associated with a vital urban core, including commercial offices with supporting retail, entertainment, dining, transient housing with convention and exhibition facilities, and in-town residential uses.
- Establish vibrant neighborhoods containing a variety of housing types and community facilities.
- Promote a pedestrian network within a framework that accommodates large buildings and a variety of open spaces.
- Achieve excellence in design, giving emphasis to parks, green spaces, street trees, and places designed for walking and sitting.

- Link Bunker Hill and surrounding neighborhoods and districts through a coherent pedestrian network.

### **b. Project Location**

The Grand Avenue Project is located in downtown Los Angeles in the Bunker Hill and Amended Central Business District Redevelopment Project Areas. The portion of the downtown area in which the Project is located is generally bounded by Cesar E. Chavez Avenue on the north, Spring Street on the east, the Harbor Freeway (I-110) on the west, and Fifth Street on the south. Since the Project is comprised of several components, its geographic range incorporates a relatively broad area. The proposed Grand Avenue streetscape component of the Project is located on Grand Avenue between Fifth Street on the south and Cesar Chavez Avenue on the north. The proposed Civic Park component is an expansion and upgrade of the existing Civic Mall, in a mid-block area bordered by public buildings to the north and south, which, themselves, front on Temple Street to the north and First Street to the south. The proposed Park is within the CRA/LA's Amended Central Business District Redevelopment Project Area boundaries. Spring Street and Grand Avenue border the east and west ends of the park, respectively. The Civic Mall is located within the north sector of the Amended Central Business District Redevelopment Project Area, which is generally bounded by the Hollywood Freeway on the north, Alameda Street on the east, First Street to the south, and the Harbor Freeway on the west. The development component of the Project would occur across five parcels located within CRA/LA's Bunker Hill Redevelopment Project Area. The Bunker Hill Redevelopment Project comprises a geographic area bounded by the First Street on the north, Hill Street on the east, a varying boundary between Fourth and Fifth Street on the south and the Harbor Freeway on the west.

### **c. Project Characteristics**

The Project consists of the following three components: (1) the creation of the 16-acre Civic Park that builds upon and expands the Civic Mall and upon its completion would connect the Los Angeles City Hall to Grand Avenue; (2) streetscape improvements along Grand Avenue from Fifth Street to Cesar Chavez Avenue for the purpose of attracting and accommodating more pedestrian traffic; and (3) development of five parcels, which are referred to as Parcels Q, W-1/W-2, L and M-2. Related Companies is proposing a wide range of land uses in order to create a diversity of on-site activity that responds to the future needs and demands of the southern California economy. In order to respond to these demands, the Project consists of two development options, referred to as the "Project with County Office Building Option" and the "Project with Additional Residential Development Option." Under the Project with County Office Building Option, development of the five parcels would consist of up to 2,060 residential units, 20 percent of which (up to 412 units) would be provided as affordable housing; up to 275 hotel rooms; up to 449,000 square feet of retail space; up to 681,000 square feet of County office

space, and up to 5,035 parking spaces. Under the Additional Residential Development Option, the 681,000 square feet of County office space proposed for Parcels W-1/W-2 would be replaced by up to 600 additional residential units, 20 percent of which (up to 120 units) would be provided as affordable housing. All other components of the proposed Project would be unchanged under the Project with Additional Residential Development Option. Thus, the land use development proposed under the Additional Residential Development Option consists of up to 2,660 residential units, 20 percent of which (up to 532 units) would be provided as affordable housing, up to 275 hotel rooms, up to 449,000 square feet of retail uses, and up to 5,255 parking spaces. No County office development would occur under the Project with Additional Residential Development Option. For the purposes of this EIR, these two development options are collectively referred to as the “Project.” This approach to defining the Project is required as the County of Los Angeles has reserved the right to potentially develop an office building within the Project site. Since the term of the County’s option for a public office building will extend beyond the completion date of the EIR, it is necessary to analyze the Project with, as well as without, the development of the County office building. Should the County choose not to develop the office building within the Project site, the Related Companies is currently planning for additional residential uses to be developed.

#### **d. Anticipated Public Agency Actions**

Permits and approvals required for development of the Project are anticipated to include, but may not be limited to, the following:

##### **Los Angeles Grand Avenue Authority**

- Approval of ground subleases for Parcels Q, W-2, L and M-2 from the Grand Avenue Authority to Related.
- Approval of a Disposition and Development Agreement (DDA) between the Grand Avenue Authority and Related.

##### **Community Redevelopment Agency**

- Approval of ground leases for CRA-owned Parcels L and M-2 from the CRA/LA to the Grand Avenue Authority and the sub-lease of these parcels to Related.
- Approval of ground leases for Parcels Q and W-2 from the County to the CRA/LA, the sub ground leases to the Grand Avenue Authority and the sub ground leases by the Grand Avenue Authority to Related.

- Approval of various agreements, bonds and security instruments for potential public financing for the affordable housing, public parking, and public infrastructure improvements in connection with the Project.
- Amendment of the 1991 approved Owner Participation Agreement between the CRA/LA and the County for Parcels K, Q and W-2.
- Approval of the DDA between the Authority and Related.
- Approval of land uses and design review as permitted under the Redevelopment Plans and DDA.
- Approval of development of residential uses in areas designated as commercial under the Bunker Hill Redevelopment Plan.

### **County of Los Angeles**

- Approval of ground leases for County-owned Parcels Q and W-2 to the CRA/LA, for further subleases to the Authority and Related for the Project.
- Approval of the DDA between the Authority and Related.
- Amendment of the 1991 Owner Participation Agreement between the CRA/LA and the County for Parcels K, Q, and W-2.

### **City of Los Angeles**

- Under the City's oversight authority over the CRA/LA, approval of certain CRA/LA actions listed above, including, but not limited to, approval of the DDA, financing and leases.
- Approval of a Development Agreement (DA) between the City of Los Angeles and Related.
- Approval of Subdivision Map for the five Parcels Q, W-1/W-2 and L/M-2.
- Approval of a Zone Change for those portions of Parcels Q, W-1/W-2 and L/M-2 that are zoned from R5/C2 to C2 to: (a) authorize the commercial uses proposed by the Project (e.g., hotel, retail, etc.); (b) eliminate the need for multiple conditional use permits and variances (concerning, for example, hotel use, parking requirements, commercial circulation, signage and alcohol service in the portions of the parcels currently zoned R5), and (c) establish a single zoning designation for Parcels Q and W-1/W-2 allow hotel use, public parking, commercial circulation, signage, and alcohol service in the portions of the five parcels currently zoned R-5.

- Approval of a Conditional Use Permit (CUP) to deviate from the current “D” restriction and exceed an FAR of 6:1.
- Approval for deviation of a Policy Deviation from Advisory Agency Policy 2000-1, which addresses standards for new condominiums and specifies a parking requirement higher than the LAMC.
- Approval of a Street Vacation (airspace) for the proposed Olive Street pedestrian bridge and General Thaddeus Kosciuszko Way tunnel if not within a tentative tract map.
- Approval of a Zone Variance to allow residential density to exceed the number of units allowed in the C2 zones by 20 percent or greater.
- Approval of a Zone Variance if the Project cannot comply with common and/or private residential open space standards.
- Determination of a Shared Parking Plan to permit two or more uses to share parking spaces, if necessary.
- Approval of a Zone Variance for the Project relative to Yards and Setbacks, for projects that cannot comply with the yard/setback requirements of the C2 Zone.
- Approval of Conditional Use Permits (CUPs) for Alcohol Sales.
- Approval of improvements within the Grand Avenue right-of-way.
- Approval of a Signage District and/or variance concerning parking requirements applicable to affordable housing units (possible future actions).
- Approval of demolition, grading, foundation, and building permits.
- Approval of Street Right-of-Way Dedications along major streets.
- Approval of haul route(s), as necessary.
- Variances and Encroachment permits (irrevocable and revocable) as required for construction within public ways, as well as for installation of public improvements.
- Miscellaneous approvals, as required:
  - Grand Avenue design and construction;
  - Construction within Second Street tunnel easement;
  - Temporary closures of streets and sidewalks;
  - Curb cuts and lane dropoffs;

- Utilities relocation, replacement, and extension;
- Sewer line extensions and upgrades;
- Additional required approvals and permits from the Department of Public Works, Building and Safety, Mechanical Bureau, and other City departments that may be necessary to construct or operate the Project.
- Approval of the development of residential uses in areas designated as commercial under the Bunker Hill Redevelopment Plan.

## **5. BACKGROUND OF THE PROPOSED PROJECT**

The Los Angeles Grand Avenue Authority is an independent public agency, established through a Joint Exercise of Powers Agreement between the CRA/LA and the County of Los Angeles. The County and the CRA/LA formed the Grand Avenue Authority as a Joint Exercise of Powers authority responsible for overseeing the implementation of the Project. The Grand Avenue Authority has contracted with the Grand Avenue Committee to provide certain real property negotiating and other related services. The Project's developer, Related Companies, L.P. was selected through a competitive process. The Grand Avenue Implementation Plan, which guides the description of the Project, represents a collaborative effort among the Grand Avenue Authority, the Grand Avenue Committee, and Related Companies.

## **6. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED**

Potential areas of controversy and issues to be resolved by the Authority include issues known to be of concern to the community and issues raised in the response to the Project's NOP. Issues known to be of concern to the community, as expressed during the public scoping meeting, include traffic, parking, pedestrian linkage, visual quality, air quality, noise, school capacity, libraries, and hazardous materials. In addition, there are potential impacts on known or potential historic resources in and around the proposed Civic Park. Issues to be resolved include a choice among Project alternatives and, whether, or how, to mitigate significant impacts.

## **7. PUBLIC REVIEW PROCESS**

As previously discussed, the Authority circulated a Notice of Preparation (NOP) for the proposed project on August 31, 2005. During the following 30-day comment period, 14 letters were received. An open house and public scoping meeting for the Draft EIR was held on Tuesday, September 20, 2005. The NOP, letters received during the NOP comment period, and scoping meeting transcript are included in Appendix A of this Draft EIR.



The Draft EIR will be circulated for at least a 45-day review period, as required under CEQA. Following the public review period, written responses will be prepared on comments on environmental issues received and these comments and responses will be incorporated into the Final EIR. No final actions (e.g., approval or denial) will be taken on the Project until the Final EIR has been reviewed, certified as complete, and considered by the appropriate decision-makers. Dates of public meetings and/or hearings will be published and officially noticed in accordance with all legal requirements.

## **8. SUMMARY OF ALTERNATIVES**

### **Alternative 1: No Project “A”**

CEQA Guidelines Section 15126.6 (e)(3)(B) states that the “No Project” alternative is “a circumstance under which a project does not proceed and may be considered “the environmental effects of the property remaining in its existing state.” The No Project “A” Alternative assumes that the Project would not be developed and that the existing land uses within the Project Site would remain as they are today (i.e., unchanged). As a result, under Alternative 1, the streetscape improvements on Grand Avenue would not occur, improvement and expansion of the existing Civic Center Mall would not occur, and Parcels Q, W-1/W-2, L, and M-2 would remain as parking lots. Thus, this alternative would produce no change to the existing physical condition and use of the overall Project site.

### **Alternative 2: No Project “B”**

CEQA Guidelines Section 15126.6 (e)(3)(C) sets forth the provisions for analyzing the No Project Alternative under a different set of assumptions than those identified above for Alternative 1. Under this CEQA Guidelines Section, the No Project Alternative is defined as what “would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” Under No Project “B” Alternative, Parcels Q and W-2 would be developed according to the provisions of the 1991 Owner Participation Agreement (OPA) for the development of Parcels K, Q and W-2, Bunker Hill Urban Renewal Project, while Parcels L/M-2 and W-1 would be developed per existing zoning. Per the 1991 OPA, Parcel Q would be developed almost entirely with office uses along with a relatively limited amount of retail uses, while Parcel W-2 would remain as a parking facility, albeit somewhat larger than what currently exists.

Parcels L and M-2 would be developed according to their existing R5-4D zone and Parcel W-1 would be developed according to the existing R5-4D and C2-4D zones. Based on these land use parameters, the No Project “B” Alternative would include development of up to 843 residential units, including 169 affordable units; approximately 64,641 square feet of retail floor

area; and approximately 1,565,792 square feet of office floor area. Approximately 400 parking spaces would occur on Parcel W-2. Furthermore, under the No Project “B” Alternative, the proposed improvement and expansion of the existing Civic Center Mall would not occur and the proposed streetscape improvements along Grand Avenue would only be implemented in front of Parcel Q.

### **Alternative 3: Reduced Density Alternative**

The Reduced Density Alternative represents a 25 percent reduction of proposed development within Parcels Q, W-1/W-2 and L/M-2. Under the Reduced Density Alternative, the Civic Park would be developed and the streetscape improvements implemented. However, the level of improvements made to the Civic Park and the extent of the streetscape improvements would be reduced commensurate with the reduced funding for Phase 1 that would be available from pre-paid revenues. While the mix of office, retail and residential uses across the development Parcels under the Reduced Density Alternative would be the same as under the Project, the floor area associated with each use would be reduced by 25 percent. Thus, the Reduced Density Alternative would result in up to 1,545 residential units, of which 309 would be available as affordable units, 336,750 square feet of retail floor area, 206 hotel rooms, and a 510,750-square-foot County office building. In addition, under the Reduced Density Alternative, the maximum building heights would also be reduced by 25 percent. While the reduction in building height could occur through a number of different ways, for the purposes of analyzing the Reduced Density Alternative, building heights would be the same as under the Project, although the high-rise buildings would be reduced in height.

### **Alternative 4: Alternative Design**

The Alternative Design Alternative was developed in response to the potential significant impacts of the Project with regard to the historical resources currently present within the Civic Center Mall and the Project’s significant view impacts for locations that are located south of Parcels L/M-2.

The conclusions of the historical analysis (see Section IV.D of the Draft EIR) are that significant impacts would result if any of the four identified character-defining features are either not retained and reused in a manner consistent with the Secretary of the Interior’s Standards for the Rehabilitation of Historic Buildings (Standards); or if the improvements implemented within the Civic Park are not done so in accordance with the Standards. Therefore, for the purposes of analyzing the Alternative Design Alternative, implementation of the Civic Park would only occur in accordance with the Standards. In summary, the four identified character-defining features are as follows: (1) the water feature (both the fountain and pools); (2) many of the pink granite clad planters, pink granite clad retaining walls, and concrete benches; (3) the existing

elevator shaft structures located within the center of the park, and (4) many of the light poles with saucer-like canopies and the “hi-fi” speaker poles with saucer-like canopies. Under this Alternative, the Grand Avenue Streetscape Program would be implemented as under the Project.

In response to the significant view impacts attributable to the towers proposed for development on Parcels L/M-2, the towers under the Alternative Design Alternative would be reversed, such that the tower proposed for the southeast corner of Parcels L/M-2 would be moved to the southwest corner, and the tower proposed for the northwest corner would be moved to the northeast corner. The reversal of the tower buildings would increase the setback between the highest structures on Parcels L/M-2 and the existing, adjacent Grand Tower Promenade residential building. The intent of the increased setback is to open views from the Grand Tower Promenade building towards the north.

Under the Alternative Design Alternative, the same amount of residential and commercial development as the Project with County Office Building Option (3.6 million square feet) would be developed.

#### **Alternative 5: Alternative Land Use**

Under the Alternative Land Use alternative, the five development parcels would be developed entirely with residential uses, with the exception of 35,000 square feet of retail uses that would be developed to meet the retail shopping needs of onsite residents. This alternative would have the same floor area as the Project with County Office Building Option (3.6 million square feet). Under this alternative, the floor area that would, otherwise, support office, hotel, and retail uses, except for 35,000 square feet, would be converted to residential floor area. The proposed 35,000 square feet of retail uses would be consolidated onto Parcel Q, which is centrally located to Parcels L/M-2 and W-1/W-2. Retail uses may include a grocery and similar services specifically oriented toward the Project’s residents. The number of additional residential units is based on the non-residential floor area in each parcel(s), divided by the average floor area per unit within the applicable parcel. As such, the non-residential floor area on Parcel Q would support an additional 446 units, which when added to the proposed 500 units would equal 946 units. On Parcels W-1/W-2, the non-residential floor area would support an additional 763 units. Added to the proposed 710 units (under the County Office Building Option), a total of 1,473 units would be developed on Parcels W-1/W-2 under the Alternative Land Use Alternative. The non-residential floor area proposed for Parcels L/M-2 would support 103 additional units, for a total of 953 units. On an overall basis, the Alternative Design Alternative would allow a maximum of 3,372 residential units, including 674 affordable units.

Under the Alternative Land Use Alternative, the implementation of the Civic Park and Grand Avenue Streetscape Program would be the same as under the Project.

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## **9. SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **1. Land Use**

#### **a. Environmental Impacts**

The Civic Park and the Grand Avenue streetscape program would generate greater public use and activity on the street and in the Civic Park. The proposed Civic Park would be consistent with the surrounding public land uses in the Civic Center and would complement and enhance the increased residential presence and pedestrian activity in downtown. The proposed Civic Park and streetscape program would also be consistent with the goals and objectives of the Central City Community Plan objectives to create civic open spaces for everyday casual use, flexible use of space, accommodations for sizable numbers of people, and a forum for organized public events. The proposed Civic Park and streetscape program would be also consistent with the intent of the Downtown Strategic Plan policies to achieve a high quality of open space at all scales which enhances the quality of life of residents, workers and visitors, and fosters civic pride. The proposed Civic Park would also be consistent with the Civic Center Shared Facilities and Enhancement Plan objective to remove or reconfigure the walls at the Grand Avenue auto ramp for improved visibility and pedestrian access into the Civic Park. The Grand Avenue streetscape program would also enhance adjacent culturally important buildings in support of the Central City Community Plan's designation of Grand Avenue as a "Cultural Corridor."

Development of the Parcels Q, W-1/W-2, L and M-2 under both the Project with County Office Building Option and the Project with Additional Residential Development Option would be consistent in use and scale with surrounding residential and civic land uses, and would provide support to existing cultural uses. The Project's proposed density of residential uses would be consistent with the Los Angeles General Plan Framework's Downtown Center designation as well as related housing and transit policies. The Project would also be consistent with the designations and policies of the Central City Community Plan, the Bunker Hill Redevelopment Plan, the Amended Central Business District Redevelopment Plan, the Bunker Hill Design for Development, the Downtown Strategic Plan, and SCAG's Regional Comprehensive Plan and Guide, by increasing the range of housing choices available to Downtown employees and residents, encouraging a mix of uses which create a 24-hour downtown environment for current residents, to encourage patterns of urban development which make better use of existing facilities and providing housing and retail uses within close proximity to existing transit. Since the Project would be compatible with surrounding uses and consistent with applicable land use plans and policies, it is concluded that the Project's land use impacts relative to land use compatibility and consistency with adopted land use plans would be less than significant. However, both Project Options would require zone changes and variances to permit the proposed for development of Parcels Q, W-1/W-2, L and M-2. With the granting of such

zone changes and variances, which may be granted after certification of the Final EIR by the Lead Agency, and concurrently with action on entitlements requested from the City of Los Angeles, there would be no significant zoning impact. However, since the Project, under both Project Options, would be acted on by the Lead Agency (the Authority) prior to the City's decision on such zoning requests, the Project would not be in compliance with the current zoning provisions at the time of Project approval. Therefore, it is conservatively concluded that for the purposes of CEQA there would be a significant impact relative to zoning.

### **b. Cumulative Impacts**

Ninety-three related projects are considered to be "related projects" in the Project area for the purposes of the cumulative impacts analysis. Development of the related projects is anticipated to occur in accordance with adopted plans and regulations. Based on the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the area surrounding the proposed Project would implement and support many important local and regional planning goals and policies. It is also anticipated that any new projects would be subject to their own permit approval processes and would incorporate any mitigation measures necessary to reduce potential land use impacts and that no significant impacts with regard to adopted land use plans would occur. However, in as much as the Project would create a significant impact with respect to zoning, and related projects may require a variety of variances and zone changes, it is concluded that cumulative zoning impacts would be significant.

### **c. Mitigation Measures**

The Project with County Office Building Option, as well as the Project with Additional Residential Development Option, would not result in significant impacts associated with land use compatibility, division of an existing community, or consistency with regulatory land use plans and guidelines. Therefore, no mitigation measures in relation to land use compatibility and adopted plans would be required. However, no mitigation exists to address non-compliance with existing zoning designations, and, therefore, such zoning non-compliance is deemed to be a significant and unavoidable impact as of Project approval. However, it should be noted that this impact would be considered less than significant with the granting of the requested zone changes and variances by the City of Los Angeles.

### **d. Level of Significance After Mitigation**

The Project would be compatible with the land use found within adjacent and surrounding existing development and, as such, the Project would not create a division or disruption of an established community. In addition, the Project would be consistent with adopted land use plans, including the General Plan Framework, the Central City Community

Plan, the Bunker Hill Redevelopment Plan, and the Southern California Association of Governments' Regional Comprehensive Plan and Guide. Thus, the proposed Project would result in less than significant impacts relative to land use compatibility and adopted land use plans. Both Project Options would require zone changes and variances to allow the development of Parcels Q, W-1/W-2, L and M-2 to occur as proposed. With the granting of such zone changes and variances, which would be granted after certification of the Final EIR by the Lead Agency, and concurrently with action on entitlements requested from the City of Los Angeles, this impact would be reduced to less than significant levels. However, since the Project under both Options is not in compliance with the current designations, it is conservatively concluded that for the purposes of CEQA there would be a significant impact relative to zoning.

## 2. Traffic, Circulation and Parking

### a. Project Impacts

#### Construction

**Hauling.** Hauling activities during the initial six to eight months of construction of each parcel, when haul trucks would carry excavated material from the site, could generate up to 300 truck trips per day. Because some of these trips would occur in the A.M. peak hour, they would cause a short-term significant impact. Worker trips are expected to be negligible during the peak traffic hours.

**Temporary Lane Closures.** Complete closures of the public streets in and around the Project site are not expected during construction. However, such closures could occur due to unforeseen circumstances, in which case, they would cause temporary significant impacts. It is expected that, at most, one traffic or parking lane adjacent to the curb of each of the five development parcels may need to be closed at certain locations for periods of up to 4 to 6 months, or up to approximately 18 to 24 months, depending on the stage of construction that is occurring at the time. Although temporary in nature, such lane closures would cause significant traffic impacts during such periods of time.. A mitigation measure has been identified to address potential impacts due to temporary lane closures.

**Pedestrian Access.** Sidewalk closures adjacent to construction sites may be required; in which case, one side of the street would continue to be available for pedestrian access. While the use of these alternative routes may lead to some inconveniences to pedestrians, due to slightly longer walk distances in some cases, it is not expected such increases would result in significant impacts with regard to pedestrian access. Therefore, no significant impacts on pedestrian circulation during construction would occur.

**Reconstruction of Civic Mall Ramps.** During the reconstruction of the Grand Avenue and Hill Street ramps to the Civic Center Mall garage, traffic would be diverted to the Hill Street ramp during the closure of the Grand Avenue ramp and to the Grand Avenue ramp during the closure of the Hill Street ramp. The diversion of traffic to alternate garage entrances could potentially create short-term significant traffic impacts.

**Bus Stop Relocation.** Construction of the Project may also require the temporary relocation of up to five bus stops, which would be relocated within two blocks of the Project site. Therefore, impacts on bus stops would be less than significant.

**Construction Worker Parking.** An estimated 250 construction workers would be on-site daily, with a peak maximum of about 600 workers. For construction workers who choose to drive to work, it is unlikely that on-site parking would be provided. A mitigation measure has been identified to address potential impacts due to construction worker parking.

### **Traffic and Circulation**

The Project with County Office Building Option would generate approximately 1,551 A.M. peak hour trips and 2,464 P.M. peak hour trips. This Option would result in significant traffic impacts at seven intersections in the A.M. peak hour and in significant traffic impacts at seventeen intersections in the P.M. peak hour. The Project with Additional Residential Development Option would generate approximately 1,019 trips in the A.M. peak hour and 2,003 trips in the P.M. peak hour. These levels of peak hour trip generation are 34 percent and 19 percent lower than the A.M. and P.M. peak hour trip generation levels associated with the Project with County Office Building Option, respectively. The Additional Residential Development Option would result in a significant traffic impact at six intersections in the A.M. peak hour and seventeen intersections in the P.M. peak hour. The Project with County Office Building Option would cause two significant traffic impacts on the freeway system, one of which would occur at a CMP monitoring location (US-101 Hollywood Freeway north of Vignes Street). However, the Project with Additional Residential Development Option would cause no significant freeway traffic impacts. No driveway intersection approach under either Project Option would exceed LOS D. Therefore, the Project would not cause any significant traffic impacts at proposed driveway locations.

**Civic Park Activities.** During times in which events in Civic Park would start earlier in the evening, or would be associated with concerts/programs at the Music Center and the Walt Disney Concert Hall, Civic Park traffic may worsen traffic conditions in the P.M. peak hour. The number of such events would be infrequent and would not occur on a regular basis. Although Civic Park traffic impacts would be temporary in nature, impacts may, on occasion, be significant in magnitude. Annual events, festivals, and holiday events could also potentially

have temporary and short-term (one-time) traffic impacts. Therefore, on occasion, the size of the event and other factors may cause Civic Park traffic impacts to be significant.

**Parking.** Under both the Project with County Office Building Option and the Project with Additional Residential Development Option, commercial and residential parking would be consistent with the parking requirements of the LAMC. However, neither Option would meet the requirements of the Deputy Advisory Agency Residential Policy (DAARP), which requires 2.5 parking spaces per dwelling unit. The reasons for seeking a deviation from this policy are provided in Section IV.D, Traffic, Circulation and Parking, of this Draft EIR. If approved, there would be no significant impact for this issue. However, using a worst-case perspective, a significant and unavoidable impact in regard to this policy is assumed. However, the proposed Project's residential parking supply is concluded to be adequate and parking impacts are not expected. While the proposed residential supply would be less than the Advisory Agency Policy requirements, the Project is seeking an exception from that policy, should the exception be granted, which would occur after certification of the Final EIR by the Lead Agency, but concurrently with action on the entitlements requested from the City, there would be no significant residential parking impacts. However, until the exception is granted, it is conservatively concluded that for the purposes of CEQA there would be a significant impact. Due to the availability and adequacy of off-site parking, the Project would not significantly impact the existing off-site parking supply in the surrounding area.

## **b. Cumulative Impacts**

### **Construction**

**Hauling.** The Project's highest periods of haul truck activity would be in the initial six to eight months of construction for each parcel, when trucks would carry excavated material from the site. During those periods, 130 trucks a day to a peak of 300 trucks a day are estimated. Because some of these trips would occur in the A.M. peak hour, haul truck trip periods could cause short-term, significant cumulative traffic impacts. Hauling required for the construction of some of the 93 related projects would potentially overlap with the initial six to eight months of construction for each of the Project's development parcels. Therefore, haul truck impacts would be cumulatively significant.

**Closure of Civic Mall Ramps.** The reconfiguration of the ramps to/from the County Mall parking garage on Grand Avenue would require the ramps to be shut down for a period of time during the reconstruction. The diversion of traffic to alternate garage entrances would only affect streets in the immediate vicinity of the County Garage block, but could potentially create temporary and short-term cumulatively significant traffic impacts. The temporary closure of access to related project sites would not impact the same streets adjacent to the County Garage



block. However, other temporary access closures at any of the other sites, particularly the 15 related projects located on Grand Avenue, Olive Street, and Hill Street, would cumulatively contribute to congestion and, as such, would be cumulatively significant.

**Temporary Lane Closures.** Complete closures of any streets are not expected during construction. However, such lane closures could occur due to unforeseen circumstances, in which case, they would cause temporary cumulatively significant impacts. The construction of any of the related projects has the potential to require temporary lane closures. Therefore, the impact of the Project and related projects, particularly the 15 related projects located on Grand Avenue, Olive Street, and Hill Street, would cumulatively contribute to congestion impacts resulting from temporary lane closures.

### **Traffic and Circulation**

The cumulative traffic impacts associated with the 93 related projects and ambient growth have been considered for the purpose of assessing the Project's traffic impacts. In conjunction with the significant Project impacts after mitigation, cumulative traffic impacts on intersection operations would be significant. With the implementation of mitigation measures, impacts on freeway or CMP locations would be less than significant.

**Civic Park.** Early evening events in the Civic Park may worsen traffic conditions in the P.M. peak hour. The number of such events would be infrequent and would not occur on a regular basis. Although Civic Park traffic impacts would be temporary in nature, impacts may, on occasion, be significant in magnitude. Annual events, festivals, and holiday events could also potentially have temporary and short-term (one-time) traffic impacts. As such, traffic impacts associated with such short-term activities would be considered cumulatively significant.

**Parking.** Related projects would comply with Municipal Code requirements, and it is expected that demand for commercial and residential parking would be met for the related projects as it is with the Project. However, since the Project would not comply with the Advisory Agency Policy for residential uses, as may also be the case with one or more of the related projects, non-compliance with the Advisory Agency residential parking policy is considered cumulatively significant.

### **c. Mitigation Measures**

Mitigation Measures are proposed below to reduce the Project's potentially significant traffic impacts.

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## Construction

**Mitigation Measure B-1:** Related with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall prepare, prior to the start of each construction work phase, a Construction Traffic Control/Management Plan to be approved by the LADOT and implemented by the responsible party. The Plan shall include, but not be limited to, Project scheduling, the location and timing of any temporary lane closures, traffic detours, haul routes, temporary roadway striping, and signage for traffic flow, as necessary, as well as the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project, if necessary. The Plan should also provide for the coordination of construction areas, and for safe pedestrian movement throughout the Project Area such that adequate and safe pedestrian movement access is maintained to adjacent uses including the Walt Disney Concert Hall, the Music Center, the County Courthouse, and the Metro Red Line station portals (on Parcel W-2 and on the Court of Flags).

**Mitigation Measure B-2:** After approval of the Construction Traffic Control/Management Plan(s) required under Mitigation Measure B-1 and prior to the start of each construction work phase, Related with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall submit a copy of the Plan(s) to the Authority or other appropriate agency, and/or the City Chief Administrative Officer and the County of Los Angeles Chief Administrative Officer. Following receipt of the Plan(s), the County of Los Angeles Chief Administrative Officer shall distribute that information to all County properties on Grand Avenue, including the Hall of Administration, County Courthouse, the Walt Disney Concert Hall, and the Music Center, for further distribution of information to employees and visitors on construction schedules, alternative travel routes, and lane and sidewalk closure information, as appropriate, and the Authority or other appropriate agency, or the City, shall distribute to the appropriate City departments for the same purposes.

**Mitigation Measure B-3:** Prior to the start of each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall enter into one or more temporary arrangements with parking garages in the area of the Project, or with surface lot operators elsewhere in downtown or its periphery, to provide a sufficient supply of off-street spaces for the construction workers during Project construction, and will require all construction workers to use these designated parking spaces. These temporary arrangements shall be to the satisfaction of LADOT.

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## Operation

The analysis of intersection capacity identifies significant impacts at seven intersections in the A.M. peak hour, and at seventeen intersections in the P.M. peak hour. Of the seven significant impacts in the A.M. peak hour, three would be at intersections that would continue to operate at LOS D or better (an acceptable level of service), while four would be at intersections that would operate at LOS E. Of the seventeen significant impacts in the P.M. peak hour, ten would be at intersections that would continue to operate at LOS D or better, four would be at intersections that would operate at LOS E, and three would be at intersections that would operate at LOS F. Review of the impacted intersections, in consultation with LADOT, found that physical improvements are not feasible. The purpose and strategy of the following mitigation measures are described in Section 9 of the Mobility Group Traffic Study, Appendix B of the Draft EIR.

**Mitigation Measure B-4:** If the Project proceeds with the County office building option, the County, on an on-going basis following initial occupancy, shall fund and implement a Transportation Demand Management (TDM) program for the proposed County office use in Parcel W-1/W-2. The County's Chief Administrative Officer shall ensure the County's review and approval of this TDM program. The TDM program could, for example, include an onsite transportation coordinator, post information on transit, provide logistical support for the formation of carpools and vanpools, and other incentives to use transit and rideshare.

**Mitigation Measure B-5:** Related, with regard to the five development parcels, shall implement ATCS in conjunction with the area-wide ATCS program, if not otherwise implemented, prior to the completion of the first phase of development at the intersections identified by LADOT, although the implementation of this measure will provide mitigation to all three Project phases. Implementation of ATCS shall occur in the northern part of downtown, north of Eighth Street, at the locations identified by LADOT. LADOT has determined that implementation of the ATCS mitigation improvements in the area surrounding the Project would comprise the following: (1) upgrades to Model 2070 traffic signal controllers at 37 intersections; (2) installation of 31 ATSAC/ATCS system vehicle detectors at 6 intersections; and (3) installation of CCTV cameras to provide video information to the ATSAC Center at four locations. Subject to a final determination by LADOT of the improvements required for the Project, ATCS shall also include LADOT's Transit Priority System (TPS).

**Mitigation Measure B-6:** The following menu of mitigation measures has been developed to further reduce the Project's potential traffic and circulation

impacts. LADOT shall determine which of these mitigation measures are to be implemented.

- Provide enhanced walking connections along the Project street frontages to transit service (to bus stops and to the Red Line station portals at First Street and Hill Street, and at Hill Street mid-block between First Street and Temple Street). These could comprise pedestrian amenities along the Project's street frontages, including landscaped sidewalks, wider crosswalks where feasible at key intersections, improved lighting for pedestrian safety at nighttime, and pedestrian wayfinding signage, to facilitate walking in the Project area. Related shall implement this measure with regard to the five development parcels prior to initial building occupancy for each development phase; while, the responsible parties for the implementation of the Civic Park and Streetscape Program, under the applicable agreements, shall implement these measures prior to the completion of construction for each of these Project components.
- Related, as determined by LADOT and prior to initial building occupancy for each development phase, shall provide enhanced bus stops on the street frontages of the five development parcels. These enhanced bus stops may include bus shelters with passenger amenities such as benches, shaded areas, and transit information, that could be integrated into the overall urban design/landscaping of the Project.
- Provide transit information kiosks at various strategic locations on the Project site. Related shall implement this measure with regard to the five development parcels prior to initial building occupancy for each development phase; while, the responsible parties for the implementation of the Civic Park and Streetscape Program, under the applicable agreements, shall implement these measures prior to the completion of construction for each of those Project components.
- Related, with regard to the five development parcels, shall participate in an on-going basis during Project operations, in a Share-Car program (e.g., Flexcar) that makes cars available to registered members. It is anticipated that up to three on-street parking spaces, subject to a determination of feasibility by LADOT, be provided at key locations adjacent to the Project frontage for up to three Share-Cars. The Share-Cars could be available to both Project and non-Project users as long as they were members of the Share-Car program. The Project would support a Share-Car organization's application to the City, and would promote the Share-Car concept and encourage its usage with Project residents and tenants.

- Provide improved vehicular directional signage on surface streets approaching and within the Project area to direct vehicles to specific destinations and parking locations, as appropriate, to minimize vehicles circulating in the Project area. Such signage should be approved to the satisfaction of LADOT. Related shall implement this measure with regard to the five development parcels prior to initial building occupancy for each development phase; while, the responsible parties for the implementation of the Civic Park under the applicable agreements, shall implement these measures prior to the completion of construction for the Civic Park.

#### **d. Level of Significance after Mitigation**

**Construction.** A maximum of 300 trucks a day during peak hauling periods, a portion of which would occur during the A.M. peak hour, would potentially create a significant and unavoidable short-term traffic impact. During the reconstruction of the Grand Avenue and Hill Street ramps to the existing Civic Center Mall garage, the diversion of traffic to alternate garage entrances would affect streets in the immediate vicinity of the County Garage block and potentially create a short-term significant and unavoidable traffic impact. Complete closures of any streets are not expected during construction. However, such closures could occur due to unforeseen circumstances, in which case, they would cause temporary significant impacts. It is expected that, at most, one traffic or parking lane adjacent to the curb may need to be closed at certain locations for periods of up to 4 to 6 months, or up to approximately 18 to 24 months, depending on the stage of construction. Although temporary in nature, such closures would cause significant cumulative traffic impacts during such periods of time.

#### **Traffic and Circulation**

With the implementation of the intersection mitigation measures, one intersection in the A.M. peak hour and 13 intersections in the P.M. peak hour would be significantly and unavoidably impacted under the Project with County Office Building Option. In addition, this Option's significant impact on the CMP network would be reduced to a less than a significant level with ATCS mitigation. With the implementation of ATCS mitigation measures, no intersections in the A.M. peak hour and 7 intersections in the P.M. peak hour would be significantly and unavoidably impacted under the Project with Additional Residential Development Option.

**Freeway/CMP Impacts.** The Project with County Office Building Option's significant impacts on the US-101 Hollywood Freeway between Grand Avenue and Hill Street, and on the US-101 Hollywood Freeway north of Vignes Street (a CMP location) would be reduced to a less than significant level through the implementation of the proposed mitigation measures. Freeway/LMP impacts under the Project with Additional Residential Development Option would also be less than significant.

**Civic Mall.** Early evening events in the Civic Park, or events associated with concerts/programs at the Music Center and the Walt Disney Concert Hall, may worsen traffic conditions in the Project area during the P.M. peak hour. The number of such events would be infrequent and would not occur on a regular basis. Although Civic Park traffic impacts would be temporary in nature, impacts may, on occasion, be significant in magnitude. Annual events, festivals, and holiday events could also potentially have temporary and short-term (one-time) traffic impacts. Therefore, on occasion, the size of the event and other factors may cause Civic Park traffic impacts to be significant and unavoidable.

**Parking.** Neither the Project with County Office Building Option nor the Project with Additional Residential Development Option, would comply with the Deputy Advisory Agency Residential Policy (DAARP) policy, which requires 2.5 spaces per dwelling unit. While the proposed Project's residential supply would be less than the Advisory Agency Policy requirements, the proposed Project is seeking an exception from that policy. Should the exception be granted by the City, these significant residential parking impacts would be eliminated. However, until the exception is granted, the non-compliance with the Advisory Agency policy is considered a significant and unavoidable impact.

### 3. Aesthetics/Visual Resources

#### a. Environmental Impacts

**Visual Quality/Construction.** Construction activities may be detrimental to the aesthetic value of the Project area. In addition, the potential removal or relocation of mature landscaping in the existing Civic Center Mall in order to create the Civic Park would contrast and detract from the existing visual character of the park. Mature trees would be preserved or relocated to the extent feasible. Construction activities that would contrast with the aesthetic image of the area would cease at the completion of the construction phases. Due to the short-term nature of these activities, construction impacts on aesthetic resources are concluded to be less than significant.

**Visual Quality/Operation.** The Grand Avenue streetscape program would improve the aesthetic quality and ambience of Grand Avenue and would create an appealing pedestrian environment. Existing visual and pedestrian access into the Civic Park would be improved and the extension of the Civic Park to Spring Street would enhance the aesthetic context of Los Angeles' City Hall. The Project's towers would contribute to the visual continuity of the tall and varied structures comprising the City's skyline and would be consistent with the aesthetic components that represent downtown's aesthetic image. The Project is anticipated to be consistent with the urban design policies that call for the shaping of a skyline that parallels and accentuates the topography of Bunker Hill, the integration of street-front retail with the

streetscape, and the addition of public art into the Grand Avenue right-of-way. As such, the Project's visual quality impacts would be less than significant.

**Views.** The Project would obstruct views of the Walt Disney Concert Hall and distant vistas to the north, possibly including the San Gabriel Mountains, from the Grand Promenade Tower, a 28-story residential building located immediately south of Parcel M-2. Development on Parcels, W-1/W-2 would substantially block views of City Hall from Olive Street, a public street, under both the Project with County Office Building Option and the Project with Additional Residential Development Option. In addition, development on Parcel Q would block distant vistas to the north, possibly including the San Gabriel Mountains, from the upper stories of the Museum Tower residential building located south of Parcel Q and east of MOCA. Therefore, view impacts on the Grand Promenade Tower, Olive Street, and Museum Tower would be significant.

**Light and Glare.** The Project would increase ambient light and artificial glare through the implementation street lighting, illuminated signs, architectural lighting, light spillage from the windows of high-rise buildings, special events lighting and security lighting. Since the Project's lighting would be similar to adjacent businesses, (i.e., the nearby residential and office towers), it would not significantly impact the environment, which is currently characterized by high levels of ambient light. Special events lighting in the Civic Park would be primarily shielded from surrounding sensitive uses by the existing buildings that line the north and south sides of the existing Civic Center Mall. The increase in ambient light and artificial glare would not be great enough to interfere with activities at nearby residential, office, and cultural uses. Natural sunlight reflected from building surfaces and windows have the potential to create glare and, although building glare impacts are not anticipated, recent experience with the Walt Disney Concert Hall demonstrated that glare impacts are not necessarily and entirely understood prior to the construction of a structure.

**Shade/Shadow.** During certain seasons, the Project's towers have the potential to shade sensitive offsite uses, including the future Central Los Angeles Performing Arts Senior High School (currently under construction), the Bunker Hill Towers open space, and Angelus Plaza, depending on the season and hour of the day. However, shading would not exceed three hours between the hours of 9:00 A.M. and 3:00 P.M. during the winter solstice or spring equinox, or four hours between the hours of 8:00 A.M. and 5:00 P.M. during the summer solstice or fall equinox and, as such, the Project would have a less than significant shade/shadow impact.

## **b. Cumulative Impacts**

**Aesthetics and Visual Quality.** Related projects Nos. 9, 27, 88, and 92 are located in close proximity to the Project site and, as such, have the potential to cumulatively contribute to

the visual quality of the area. It is anticipated, that all of the related projects would be constructed with high-quality materials and architectural design and would be consistent in scale with the surrounding buildings. In addition, it is anticipated that the related projects would contribute to sidewalk and streetscape improvements and, therefore, would improve the visual quality of the downtown area. Therefore, cumulative impacts relative to the aesthetics and visual quality would be less than significant.

**Views.** Related project No. 88 would be located east of the Angelus Plaza senior housing complex and would block some easterly views of City Hall, from the existing Angelus Plaza residential towers. The blockage of views of City Hall would be considered cumulatively significant, since the development on Parcels W-1 and W-2 would also block views of City Hall from Olive Street. The Colburn School's 13-story addition, which is currently under construction, would obstruct north-facing views of the horizon and, possibly, the San Gabriel Mountains from all but the upper stories of the Museum Tower residential high-rise. Development on Parcel Q would further block views that would continue to be available above the Colburn School's 13-story addition. Although north-facing views from Museum Tower would also be obstructed by development on Parcel Q, development on Parcel Q would have a variety of building heights and view corridors so that some views toward the north would have been available, if not for the Colburn School addition. Therefore, the Colburn School addition, combined with the Project, would have a significant cumulative view impact on the Museum Tower residential use.

**Light and Glare.** The Project and 93 related projects would increase ambient light in downtown Los Angeles. Within the context of the downtown environment, illuminated signage associated with street front retail uses and restaurants would not substantially alter the character of the surrounding area. Related Projects Nos. 27 and 92, which are located in the same line-of-sight as the Project, as viewed from adjacent westbound and northbound streets, respectively, have the potential to contribute to glare impacts. With the implementation of the recommended mitigation measures, which require a technical glare analysis and review of the Project's building materials, the Project's potentially significant glare impact would be reduced to a less than significant level. Therefore, since the Project would not contribute to the potential glare impacts of the surrounding related projects, cumulative impacts would be less than significant.

**Shade/Shadow.** The combined morning shading from Parcels W-1/W-2 and Related project Nos. 9 and 27, with shading later in the day from Related Project No. 88, would create a potentially significant shade/shadow impact on the Angelus Plaza site, during the summer solstice only. Although Related Project No. 92 would generate considerable shading of the Angelus Plaza site, substantially shading from Related Project No. 92 is not anticipated during the summer solstice. No other related projects would contribute to cumulative shading impacts.



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### **c. Mitigation Measures**

Mitigation Measures are proposed below to reduce the Project's potentially significant aesthetic and visual resources impacts. In addition to these measures, the Project would comply with regulatory measures and provide project design features which further reduce the Project's less than significant impacts. These measures are listed separately below.

#### **Construction**

##### **Mitigation Measures**

**Mitigation Measure C-1:** During Project construction, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials remain posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period. The City's Department of Building and Safety or other appropriate City agency or department, shall determine compliance with this measure with regard to construction associated with the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to construction of the Civic Park.

##### **Regulatory Measure**

**Regulatory Measure C-1:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Streetscape Program under the applicable agreements, shall prepare and implement a tree replacement plan should mature trees along Grand Avenue be impacted by Project construction. Existing mature trees shall be replaced at a ratio of not less than 1:1, to the extent consistent with the final streetscape design. The City's Department of Building and Safety or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program.

##### **Project Design Features**

**Project Design Feature C-1:** Prior to the start of construction along the east side of Grand Avenue, between First and Temple Streets, the responsible parties for

implementation of the Civic Park and Streetscape Program under the applicable agreements shall coordinate construction of park improvements in the westerly Civic Park sector with any installation of streetscape and other improvements on Grand Avenue between First and Temple Streets to reduce the duration and visual impact of construction activities. Scheduling of construction activities for the Civic Park and the Streetscape Program shall be reviewed and approved by the Authority or other appropriate agency, and shall be implemented by the responsible parties.

**Project Design Feature C-2:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall schedule and coordinate sidewalk construction with the development of the adjacent parcels to reduce the duration and visual impact of construction activities. Scheduling of construction activities for the five development parcels, the Civic Park and the Streetscape Program shall be reviewed and approved by the Authority and implemented by the responsible parties.

## Operation

### Mitigation Measures

**Mitigation Measure C-2:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, shall submit a design plan and technical analysis, prepared by the Project's architect that demonstrates that the final selection of building materials for the five development parcels shall not create a significant glare impact on any offsite sensitive uses, including line-of-sight glare on any street or commercial, residential, or cultural use. The approved design plan shall be implemented by Related with regard to the five development parcels. The design plan and technical study shall be reviewed and approved by the Authority or other appropriate agency.

**Mitigation Measure C-3:** Prior to each construction phase, Related with regard to the five development parcels, shall prepare, and thereafter implement, plans and specifications to ensure that architectural lighting is directed onto the building surfaces and have low reflectivity in accordance with Illuminating Engineers Society (IES) standards to minimize glare and limit light onto adjacent properties.

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## **Regulatory Measure**

**Regulatory Measure C-3:** Prior to the completion of final plans and specifications, the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall prepare lighting plans and specifications for the design type of light fixtures, height of light standards, and orientation of light fixtures and standards within the public right-of-way to ensure that all light fixtures do not interfere with the activities occurring within these areas. Lighting plans with regard to the Streetscape Program shall be submitted to the City's Department of Building and Safety or other appropriate City agency or department, for review and approval. Lighting plans with regard to the Civic Park shall be submitted to the County of Los Angeles CAO and/or Department of Public Works for review and approval. Approved lighting plans shall be implemented by the responsible parties.

**Regulatory Measure C-4:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements shall submit to the Authority or other appropriate agency, for review and approval, building plans and specifications that demonstrate that all ventilation, heating and air conditioning ducts, tubes, and other such mechanical equipment shall be screened from the line-of-sight from the street. Approved building plans and specifications shall be implemented by the responsible parties.

**Regulatory Measure C-5:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall submit design plans that demonstrate that all utility lines and connections are constructed underground. Approved utility plans and connections with regard to the five development parcels shall be reviewed and approved by the Authority or other appropriate agency, whereas the City's Department of Building and Safety or other appropriate City agency or department, shall review and approve with regard to the Streetscape program. Approved utility lines and connections shall be implemented by the responsible parties.

**Regulatory Measure C-6:** Prior to construction, Related, with regard to the five development parcels, shall submit design plans for trash collection areas to the Authority or other appropriate agency, for review and approval. Trash collection areas shall be screened from line of sight from the street. Approved design plans shall be implemented by Related.

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## **Project Design Feature**

**Project Design Feature C-3:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall prepare architectural plans that shall be reviewed and approved by the Authority or other appropriate agency, such that all ground-level building fixtures, including, but not limited to, security gates, landscape light fixtures, pedestrian lights, air intake shafts, and other appurtenances are integrated into the architectural theme and/or design of the respective Project components. Approved architectural plans shall be implemented by Related and the responsible parties.

### **d. Level of Significance after Mitigation**

**Visual Quality.** Visual quality impacts generated by construction activities would be reduced to a less than significant level through the implementation of Mitigation Measures C-1 through C-3.

**Views.** The Project would obstruct views of the Walt Disney Concert Hall and distant vistas to the north, possibly including the San Gabriel Mountains, from the Grand Promenade Tower, a 28-story residential building located immediately south of Parcel M-2. Development on Parcels W-1/W-2 would substantially block views of City Hall from Olive Street, a public street, under both the Project with County Office Building Option and the Project with Additional Residential Development Option. In addition, development on Parcel Q would block distant vistas to the north, possibly including the San Gabriel Mountains, from the upper stories of the Museum Tower residential building. Therefore, view impacts on the Grand Promenade Tower, Olive Street, and Museum Tower would be significant and unavoidable. Cumulative view impacts would also occur due to the location of Related Project No. 88 in relation to Angelus Plaza.

**Light and Glare.** The Project would generate potential glare associated with special events lighting in the Civic Park and reflected sunlight from building surfaces. With the implementation of Mitigation Measures C-8 through C-10, potential light and glare impacts associated with special events lighting and reflected sunlight would be reduced to less than significant levels.

**Shade/Shadow.** The Project would not shade any offsite sensitive uses in excess of significance thresholds and, therefore, would not cause any significant and unavoidable shade/shadow impacts. However, a potentially significant cumulative shade-shadow impact

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would occur with combined shading of the Angelus Plaza residential complex by Related Projects Nos. 9, 27, and 88 during the morning hours on the summer solstice.

#### **4. Historical Resources**

##### **a. Environmental Impacts**

Under the proposed Project, the proposed Civic Park would be revitalized and activated through a new design that would be functional and accessible to the public. In addition, the Grand Avenue Streetscape Program would redefine Grand Avenue as a great Los Angeles street that would facilitate and improve pedestrian movement and create a positive environment for sidewalk cafes, special events, and building entrances. Sidewalks would be widened wherever feasible and planting beds would be maximized in order to promote the growth of healthy and mature street trees.

Within the Project area, several culturally and historical significant buildings including the Walt Disney Concert Hall, the Music Center, the Stanley Mosk County Courthouse, the Cathedral of Our Lady of the Angels, and the Kenneth Hahn Hall of Administration are present. The grouping of buildings, structures, objects, and sites that comprise the Civic Center also appears eligible for California Register designation as a potential historic district. Although the Civic Center Park and the Streetscape Program should be developed in substantial compliance with the current Conceptual Plans for these Project components, less than significant impacts with regard to the historic context of the adjacent resources would occur. However, potentially significant impacts could result if the final design for the streetscape program or the Civic Park directly or indirectly disrupted those character-defining features that give the adjacent buildings and resources their historical and architectural significance. Therefore, mitigation measures are recommended to ensure that the Project would not significantly impact the potential or existing eligibility of adjacent historical resources.

The Civic Center Mall (dedicated as El Paseo de los Pobladores de Los Angeles) is eligible for individual listing in the California Register because it physically displays exceptional mid-century Modern precepts in its design, style, materials, workmanship, circulation systems, hardscape and softscape features, and spatial relationships adjacent to or integrated along with the water feature, benches, retaining walls, and planter boxes. It is also considered a contributing property to a potentially eligible California Register Historic District comprised of civic-owned and functioning properties within the Civic Center area. Implementation of the Civic Park may result in the removal of many of the Civic Center Mall's character-defining features. For a substantial adverse change to occur, the majority of the park's character-defining features would need to be removed or substantially altered physically. Significant impacts would result if the following occurs to any of the following four character-defining features: (1) the water feature (both the fountain and pools) no longer serve as a focal point for the park; (2) many of the pink

granite clad planters, pink granite clad retaining walls, and concrete benches are not retained and reused in-place or within the reconfigured park preferably near the water feature and adjacent to the civic buildings; (3) the existing elevator shaft structures are removed in their totality, or (4) many of the light poles with saucer-like canopies and the “hi-fi” speaker poles with saucer-like canopies are not retained in-place or relocated adjacent to or integrated along with the water feature, benches, retaining walls, and planter boxes. Additionally, the Secretary of the Interior’s Standards for the Rehabilitation of Historic Buildings (Standards) should be utilized to ensure that rehabilitation work to the park does not impair those qualities and historic characteristics of these four key character-defining features that convey the park’s historical significance and qualify it for potential California Register listing as an individual resource and as a contributing property to the potential Los Angeles Civic Center Historic District. If the character-defining features noted above were retained and reused in a manner consistent with the Standards and as stipulated in this analysis, then potential impacts to this resource would not occur and mitigation measures would not be required.

Along with the removal of the parking lot ramps off Grand Avenue and Hill Street, the following character-defining features may be removed since their removal would not diminish the integrity of the resource in terms of its eligibility as an individual resource: (1) the mature landscaping (since the new park design would also include notable and compatible landscaped areas), (2) the existing walkways (since the new park would also include walkways to facilitate movement through the park), and (3) the granite stairs off Grand Avenue.

### **b. Cumulative Impacts**

The development of one or more related projects in the downtown area has the potential to affect listed or eligible resources. Each of the related projects having the potential to impact historical resources would be subject to CEQA review and it is anticipated that any potential impacts on historical resources would be addressed and reduced to less than significant levels through the CEQA process. However, as the Project may result in a potentially significant impact with regard to the Civic Center Mall on an individual basis as well as a contributor to the potential Civic Center historic district, the Project and the related projects have the potential to cause a significant cumulative impact on historical resources.

### **c. Mitigation Measures**

The following mitigation measures are required to ensure that many of those potential adverse impacts identified with regard to historic resources would be reduced to a level of less than significant. Mitigation measures are also required for resources proposed for demolition since they would not eliminate the significant impact associated with the loss of a historic resource.

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## **Mitigation Measures**

**Mitigation Measure D-1: Potential Los Angeles Civic Center Historic District.** Prior to the start of each construction phase, the responsible parties for implementation of the Streetscape Program under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the potential Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following measures:

**Grand Avenue Streetscape Program Design Features.** If the Streetscape Program is implemented in substantial conformance to that set forth in the Project's Conceptual Plan, then the following mitigation measure is not required since such Plan is consistent with the Secretary of Interior's Standards for rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Grand Avenue streetscape improvements not be implemented in substantial conformance with the Project's Conceptual Plan, then the landscape and hardscape features proposed as part of the Grand Avenue Streetscape Program shall respect the linear qualities of the street and sidewalks in respect to the adjacent historic resource. Such landscape treatments shall be unified and planted in a manner as to not obscure the sight lines to the facades of those properties identified as contributors to the potential Los Angeles Civic Center Historic District from the public right-of-ways. The design of the Project's streetscape improvements shall consider their height, width, and spatial placement and include a program of selective pruning of trees to retain sight lines on a regular basis.

**Mitigation Measure D-2: Music Center.** No mitigation measures are required if the Grand Avenue streetscape improvements are implemented in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Grand Avenue streetscape improvements not be implemented in substantial conformance with the Project's Conceptual Plan, then prior to the start of each construction phase, the entity responsible for implementing the Project's streetscape program under the applicable agreements shall submit plans to the Authority for review and approval to ensure that impacts to the potential eligibility of the Music Center are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Grand Avenue streetscape improvements shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the

Interior's Professional Qualification Standards for History or Architectural History to assure that the final design for the streetscape improvements does not materially alter the Music Center's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-3: Cathedral of Our Lady of the Angels.** No mitigation measures are required if the Grand Avenue streetscape improvements are implemented in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Grand Avenue streetscape improvements not be implemented in substantial conformance with the Project's Conceptual Plan, then prior to the start of each construction phase, the entity responsible for implementing the Project's streetscape program under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Cathedral of Our Lady of the Angels church are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Grand Avenue streetscape improvements shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the final design for the streetscape improvements does not materially alter the Cathedral of Our Lady of the Angels' potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-4: Kenneth Hahn Hall of Administration.** No mitigation measures are required if the final design for the Civic Park and the Grand Avenue streetscape improvements are in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park and the streetscape improvements not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park and Streetscape Program, under the applicable agreements, shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Kenneth Hahn Hall of Administration as a contributing property to the potentially eligible



Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park and the Grand Avenue streetscape improvements shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the final designs for the Civic Park and streetscape improvements do not materially alter the Kenneth Hahn Hall of Administration's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-5: Civic Center Mall (El Paseo de los Pobladores de Los Angeles).** Prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Civic Center Mall for listing in the California Register is reduced to the maximum extent practicable. However, in the event that any one or more of the following occurs: (1) the water feature (both the fountain and pools) no longer serves as a focal point for the park; (2) many of the pink granite clad planters, pink granite clad retaining walls, and concrete benches are not retained and reused in-place or within the reconfigured park preferably near the water feature and adjacent to the civic buildings; (3) the existing elevator shaft structures are removed in their totality, or (4) many of the light poles with saucer-like canopies and the "hi-fi" speaker poles with saucer-like canopies are not retained in-place or relocated adjacent to or integrated along with the water feature, benches, retaining walls, and planter boxes, then the Standards shall be utilized to ensure that rehabilitation work to the four character-defining features of the park referenced in this Mitigation Measure D-5 does not impair the historic characteristics that convey the Civic Center Mall's historical significance as an individual resource and as a contributing property to the potentially eligible Los Angeles Civic Center Historic District. If such compliance with such Standards cannot be achieved, then the following measures shall apply to the applicable character-defining features identified in this Measure:

**Recordation.** Prior to the issuance of a demolition permit for the Civic Center Mall and its associated features, a Historic American Building Survey (HABS) Level II-like recordation document shall be prepared for the Civic Center Mall. This document shall be prepared by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History. The HABS-like document shall record the existing landscape and hardscape features of the Civic Center Mall, including the four character-

defining features identified in this measure. The report shall also document the history and architectural significance of the property and its contextual relationship with the surrounding civic buildings and environment. Its physical composition and condition, both historic and current, should also be noted in the document through the use of site plans, historic maps and photographs, and large-format photographs, newspaper articles, and written text. A sufficient number of large-format photographs shall be taken of the resource to visually capture its historical and architectural significance through general views and detail shots. Field photographs (35mm or digital format) may also be included in the recordation package. All document components and photographs should be completed in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. Archival copies of the report, including the original photographs, shall be submitted to the California Office of Historic Preservation and the Huntington Library. Non-archival copies of the report and photographs shall be submitted to the County of Los Angeles, the City of Los Angeles Planning Division, the Los Angeles Public Library (Main Branch), and the Los Angeles Conservancy Modern Committee.

**Civic Park Landscape Design Program.** The landscape and hardscape features proposed for the new Civic Park shall be designed as to enhance and accentuate the architectural style and character of the civic buildings surrounding it. The landscaping design intent shall provide an aesthetically pleasing visual transition between the open space of the park and the stark composition of the mid-century Modern style building facades. An array of landscape and hardscape features of varying visual contrast, height, width, and density shall be added to complement and break-up the solid forms and massing of the adjacent buildings. Landscape elements and/or hardscape features proposed should not obscure much of each building from the public right-of-way.

**Salvage and Reuse of Key Park Features.** Prior to the removal of the four character-defining features identified in this Measure, an inventory of significant landscape and hardscape elements shall be made by a qualified preservation consultant and landscape architect. Where feasible, these materials and elements shall be itemized, mapped, photographed, salvaged, and incorporated into the new design of the park, wherever possible. To the extent salvageable materials cannot be reused on-site, they shall be disposed of in accordance with applicable county surplus procedures.

**Mitigation Measure D-6: Hall of Records.** No mitigation measures are required if the final design for the Civic Park is in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the

Civic Park not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Hall of Records building as a contributing property to the potentially eligible Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed Civic Park design does not materially alter the Hall of Records' potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-7: Court of Flags.** No mitigation measures are required if the final design for the Civic Park is in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority for review and approval to ensure that impacts to the potential eligibility of the Court of Flags as a contributing property to the potentially eligible Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed Civic Park design does not materially alter the Court of Flag's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-8: Clara Shortridge Foltz Criminal Justice Center.** No mitigation measures are required if the final design for the Civic Park is in substantial conformance to that set forth in the Project's Conceptual Plan, as

determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Clara Shortridge Foltz Criminal Justice Center as a contributing property to the potentially eligible Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed Civic Park does not materially alter the Clara Shortridge Foltz Criminal Justice Center's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-9: Los Angeles City Hall.** No mitigation measures are required if the final design for the Civic Park is in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to those historic characteristics that make the Los Angeles City Hall building historically significant as a designated resource and as a contributing property to the potentially eligible Los Angeles Civic Center Historic District, are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed Civic Park design does not materially alter the historic significance of the Los Angeles City Hall. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-10: Los Angeles County Law Library.** No mitigation measures are required if the final design for the Civic Park is in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the potentially eligible Los Angeles County Law Library as a contributing property to the Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed Civic Park design does not materially alter the Los Angeles County Law Library's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-11: Los Angeles County Courthouse.** No mitigation measures are required if the final design for the Civic Park and the Grand Avenue streetscape improvements are in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park and the streetscape improvements not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park and the Streetscape Program under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Los Angeles County Courthouse as a contributing property to the potentially eligible Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park and the Grand Avenue streetscape improvements shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed final designs for the Civic

Park and streetscape improvements do not materially alter the Los Angeles County Courthouse's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-12: Southern California Edison (One Bunker Hill).** No mitigation measures are required if the Grand Avenue streetscape improvements are implemented in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Grand Avenue streetscape improvements are not implemented in substantial conformance with the Project's Conceptual Plan, the responsible parties for implementation of the Streetscape Program under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the historic characteristics that convey the Southern California Edison building's (One Bunker Hill) significance are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Grand Avenue streetscape improvements shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the final design for the proposed streetscape improvements does not materially alter the Southern California Edison's (One Bunker Hill) historic significance. This evaluation shall be conducted in accordance with Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

#### **d. Level of Significance after Mitigation**

Under CEQA, implementation of the recommended mitigation measures would reduce all of the identified significant impacts to a less than significant level, with the exception of one that is connected directly with the Civic Center Mall. The actual extent of the significant impacts to the park itself is dependent upon the Civic Park's final design. Significant impacts to the park would result if one or more the following occurs: (1) the water feature (both the fountain and pools) no longer serves as a focal point for the park; (2) many of the pink granite clad planters, pink granite clad retaining walls, and concrete benches are not retained and reused in-place or within the reconfigured park preferably near the water feature and adjacent to the civic buildings; (3) the existing elevator shaft structures are removed in their totality, or (4) many of the light poles with saucer-like canopies and the "hi-fi" speaker poles with saucer-like canopies are not retained in-place or relocated adjacent to or integrated along with the water feature, benches,

retaining walls, and planter boxes. Additionally, the Standards should be utilized to ensure that rehabilitation work to the park does not impair those qualities and historic characteristics of these four key character-defining features. If the character-defining features noted above were retained and reused in a manner consistent with the Standards and as stipulated in this Draft EIR, then potential impacts to this resource would not occur and mitigation measures would not be required.

However, if the current Conceptual Plan is fully implemented in a way that does not comply with the Standards, the recommended mitigation measures are required though they would not reduce the impact to this resource to a less than significant level. Nonetheless, such mitigation measures are important to ensure that important information regarding this resource's contribution to the history of the City of Los Angeles, County of Los Angeles, and the southern California region are retained.

## **5. Population and Housing**

### **a. Environmental Impacts**

The Project with County Office Building Option is forecasted to generate 2,925 residents and 3,930 employees, while the Project with Additional Residential Development Option is forecasted to generate a residential population of 3,777 and 1,206 employees. These changes represent from 0.5 percent to 2.3 percent of SCAG-projected residential and employment growth for the City of Los Angeles Subregion. Under both Options, the Project's contribution to growth would be a small percentage of projected growth and would not exceed adopted SCAG forecasts. The Project would also generate several thousand short-term construction employment opportunities. The increase in population growth within the Central City Community Plan area that is attributable to the Project would be greater than projected. However, because this growth would support policies to reduce the jobs/housing ratio in the downtown area, population and housing impacts are concluded to be less than significant.

### **b. Cumulative Impacts**

Additional growth from the 93 related projects would generate 28,952 estimated residents and 61,158 estimated employees. When combined with the Project with County Office Building Option, the estimated population growth would be 31,877 residents and 65,364 employees. Under the Project with Additional Residential Development Option, cumulative population growth would be 32,729 residents and 62,364 employees. According to SCAG forecasts for the City of Los Angeles Subregion, cumulative growth under both Project Options would represent approximately 18 percent of the forecasted residential growth and 29 percent of the forecasted employment growth. This level of cumulative growth would not exceed projections and would therefore be less than significant. The related projects are also anticipated to be consistent with

SCAG and Los Angeles policies for development of the downtown area as a dense activity center and, as such, would be less than significant.

### **c. Mitigation Measures**

The Project would result in no significant impacts on population, housing and employment, and no mitigation measures are required.

### **d. Level of Significance After Mitigation**

Project development would not exceed SCAG's adopted projections for the City of Los Angeles Subregion. The Project would also be consistent with adopted policies, including jobs/housing balance, as set forth in the Central City Community Plan, the City's General Plan Housing Element, the General Plan Framework, and SCAG's Regional Comprehensive Plan and Guide. Therefore, the Project would result in less than significant environmental impacts to housing or population.

## **6. Air Quality**

### **a. Environmental Impacts**

Construction of the proposed Project would generate fugitive dust and combustion emissions from the use of heavy-duty construction equipment on-site and from construction worker trips as well as from delivery and haul truck travel to and from the Project site. Construction related daily regional emissions from both direct and indirect sources are forecasted to exceed the significance thresholds for carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOC) and particulate matter less than 10 microns in diameter (PM<sub>10</sub>). Thus, emissions of these pollutants would result in a significant regional air quality impact during the Project's construction phase. An analysis of local air quality impacts from construction operations has also been conducted. This analysis indicates that the proposed Project would not result in an exceedance of the SCAQMD recommended localized significance thresholds (LST) for CO. However, localized NO<sub>x</sub> and PM<sub>10</sub> emissions would exceed their applicable LST screening thresholds and, thus, localized PM<sub>10</sub> and NO<sub>2</sub> impacts during short-term construction activities at areas in close proximity to the Project's construction sites would be significant. Construction of the proposed Project would result in a less than significant cancer risk from diesel particulate emissions and no construction activities are proposed which would create objectionable odors.

Air pollutant emissions associated with occupancy and operation of the proposed Project would be generated by the consumption of electricity and natural gas, by the operation of on-



road vehicles and by miscellaneous area sources (among other things, landscaping equipment, consumer/commercial solvent usage, and architectural coatings,). The Project would exceed SCAQMD regional significance thresholds for CO, NO<sub>x</sub>, PM<sub>10</sub>, and VOC. Project traffic would not cause an exceedance of the California 1-hour or 8-hour CO standards of 20 ppm or 9.0 ppm, respectively, and no significant impacts to local CO concentrations would occur. Potential sources of air toxic emissions associated with the Project would be limited to sources typical within the urban environment and would contribute small amounts of toxic air pollutants to the Project vicinity, and as a result, would be well below any levels that would result in a significant impact on human health. In addition, proposed residential uses would not be located near any air toxic sources within the recommended siting distances established by the California Air Resources Board (i.e., the Project would not site residential uses in a high cancer risk area due to ambient air quality). Development of the proposed Project would also be compatible with the air quality policies set forth in the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan, the Southern California Association of Governments' Regional Comprehensive Plan and Guide and the City of Los Angeles General Plan. The Project would also not include any odor-causing uses identified by the SCAQMD and, therefore, potential odor impacts would be less than significant.

The potential exists that the later stages of Project construction could occur concurrently with the occupancy of the earlier stages of development. Similar to construction and operation of the proposed Project, concurrent emissions would exceed CO, NO<sub>x</sub>, PM<sub>10</sub>, and VOC threshold levels. Thus, a significant regional air quality impact would occur.

The Additional Residential Development Option would result in a substantially similar construction program as the proposed Project and, therefore, the temporary construction impacts under both development scenarios would be significant. Vehicle trip lengths and area source emissions would be different under the Additional Residential Development Option. With the exception of VOC, pollutant emissions would decrease. While VOC emissions do increase slightly, ozone precursors (i.e., VOC and NO<sub>x</sub>) emissions would be slightly less than the Project. Regardless, the Additional Residential Development Option would result in similar long-term significant air quality impacts.

### **b. Cumulative Impacts**

Buildout of the identified related projects that would occur within a similar time frame as the Project would increase short-term emissions for concurrent activities during any day of the Project's construction period. Since emissions of criteria pollutants under peak construction activities are concluded to be significant, any additional construction activities as part of any related project occurring during this time and in the vicinity of the Project site would be adding additional air pollutant emissions to these significant levels. As a result, a significant and unavoidable cumulative impact with respect to construction emissions would occur.

Implementation of the Project would also result in an increase in ongoing operational emissions which would contribute to region-wide emissions on a cumulative basis and as such, the Project's cumulative air quality impacts are also concluded to be significant. In such cases, the SCAQMD recommends that all projects, to the extent possible, employ feasible mitigation measures which have been done with regard to the proposed Project.

### **c. Mitigation Measures**

Mitigation Measures are proposed below to reduce the Project's potentially significant air quality impacts. In addition to these measures, the Project would comply with regulatory measures and provide project design features which further reduce the Project's less than significant impacts. These measures are listed separately below.

### **Regulatory Measures**

#### **Construction**

#### **Mitigation Measures**

**Mitigation Measure F-1:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.<sup>1</sup> The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with SCAQMD Rule 403 during construction with regard to construction associated with the five development parcels and the Grand Avenue Streetscape Program.. The County's CAO and/or Department of Public Works shall determine compliance with regard to the Civic Park. The SCAQMD shall be responsible for the enforcement for all Project components. Compliance with the provision of Rule 403 would occur through implementation of one or more of the following best management practices (BMPs):

- Water soils daily and not more than 15 minutes prior to earth moving activities;
- Water surfaces two times per day or more in order to maintain a surface crust to prevent soil erosion;

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<sup>1</sup> SCAQMD Rule 403 requirements are detailed in Appendix D.

- Apply soil conditioners or vegetative cover to areas that will be exposed for an extended duration;
- Apply chemical stabilizers within five working days of ceasing grading;
- Install of approved trackout prevention devices and provide street sweeping within the Project area;
- Securely cover truck loads with a tarp;
- Cease grading activities when wind speeds exceed 25 miles per hour; and
- Permanently seal exposed surfaces as soon as possible after grading is finished.

**Mitigation Measure F-2:** During each construction phase, Related, with regard to the five development parcels and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations. The City's Department of Building and Safety, or other appropriate City agency or department, shall provide oversight with regard to compliance with this measure with regard to construction associated with the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with regard to the Civic Park. The SCAQMD retains jurisdiction to enforce this measure if it is not being complied with.

**Regulatory Measure F-3:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall comply with SCAQMD Rule 402 to reduce potential nuisance impacts due to odors from construction activities. The City's Department of Building and Safety, or other appropriate City agency or department, shall provide oversight with regard to compliance with this measure with regard to construction associated with the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall provide oversight with regard to compliance with this measure with regard to the Civic Park. The SCAQMD retains jurisdiction to enforce this measure if it is not being complied with.

**Mitigation Measure F-4:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall

ensure that all haul truck tires shall be cleaned at the time these vehicles exit the Project site. The City's Department of Building and Safety, or other appropriate City agency or department, shall provide oversight with regard to compliance with this measure with regard to construction associated with the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall provide oversight with regard to compliance with this measure with regard to the Civic Park. The SCAQMD retains jurisdiction to enforce this measure if it is not being complied with.

**Mitigation Measure F-5:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall ensure that all export material carried by haul trucks shall be covered by a tarp or other means. The City's Department of Building and Safety, or other appropriate City agency or department, shall provide oversight with regard to compliance with this measure with regard to construction associated with the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall provide oversight with regard to compliance with this measure with regard to the Civic Park. The SCAQMD retains jurisdiction to enforce this measure if it is not being complied with.

**Mitigation Measure F-6:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall ensure that all construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to construction associated with the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Mitigation Measure F-7:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall ensure that construction equipment is maintained and operated so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall turn off their engines, when not in use, to reduce vehicle emissions. Construction emissions shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to construction activities associated with the five development parcels and the Streetscape Program. The County's CAO and/or

Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Mitigation Measure F-8:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall ensure that electricity rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to construction associated with the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Mitigation Measure F-9:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall ensure that all construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to construction associated with the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Mitigation Measure F-10:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall ensure that heavy-duty construction equipment shall use alternative clean fuels, such as low sulfur diesel or compressed natural gas with oxidation catalysts or particulate traps, to the extent feasible. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

## **Operation**

### **Transportation System Management and Demand Management**

**Mitigation Measure F-11:** During Project operations, Related, with regard to the five development parcels, and the responsible parties for implementation of the

Civic Park under the applicable agreements shall, to the extent feasible, ensure that deliveries are scheduled during off-peak traffic periods to encourage the reduction of trips during the most congested periods. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure, with regard to construction associated with the five development parcels. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Mitigation Measure F-12:** During Project operations, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park, under the applicable agreements, shall coordinate with the MTA and the City of Los Angeles Department of Transportation to provide information to Project employees, residents and guests with regard to local bus and rail services. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Mitigation Measure F-13:** Provide the appropriate number of bicycle racks located at convenient locations in the Project site. Related shall implement this measure with regard to the five development parcels prior to initial building occupancy for each construction phase, while the responsible parties for the implementation of the Civic Park, under the applicable agreements, shall implement these measures prior to the completion of each construction phase. The City's Department of Safety shall review and approve the number and location of the bicycle racks with regard to the five development parcels. The County's CAO and/or Department of Public Works shall perform the same function with regard to the Civic Park.

**Mitigation Measure F-14:** During on-going Project operations, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park, under the applicable agreements, shall ensure that all fixtures used for lighting of exterior common areas shall be regulated by automatic devices to turn off lights when they are not needed, but a minimum level of lighting should be provided for safety. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this mitigation measure with regard to the five development parcels. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

### **Project Design Features**

**Project Design Feature F-1:** During site plan review for each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements shall give consideration to the provision of safe and convenient access to bus stops and public transportation facilities. Pedestrian access plans to bus stops and transit facilities shall be submitted to the Authority, for review and approval. Approved access plans shall be implemented by the responsible parties.

**Project Design Feature F-2:** Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements shall provide convenient pedestrian access throughout the Project site. Related shall implement this measure with regard to the five development parcels prior to initial building occupancy for each construction phase, while the responsible parties for the implementation of the Civic Park and Streetscape Program, under the applicable agreements, shall implement these measures prior to the completion of construction for each of these Project components. Pedestrian access plans shall be submitted to the Authority, for review and approval. Approved pedestrian access plans shall be implemented by the responsible parties.

### **Service and Support Facilities (point sources)**

#### **Regulatory Measure**

**Regulatory Measure F-1:** During Project operations, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements shall ensure that all point source facilities shall obtain all required permits from the SCAQMD. The issuance of these permits by the SCAQMD shall require the operators of these facilities to implement Best Available Control Technology and other required measures that reduce emissions of criteria air pollutants. Proof of permit issuance by the SCAQMD shall be provided to the City's Department of Building and Safety, or other appropriate City agency or department, with regard to the five development parcels, and the County's CAO and/or Department of Public Works with regard to the Civic Park. Compliance with point source permits shall be enforced by the SCAQMD for all Project components.

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## **Project Design Features**

**Project Design Feature F-3:** During Project operations, Related, with regard to the five development parcels, shall ensure that commercial businesses located within the Project site shall be limited to those that do not emit high levels of potentially toxic air contaminants or odors (e.g., dry cleaners with on-site processing plants that handle toxic chemicals). The City's Department of Building and Safety, or other appropriate City agency or department, shall be responsible for the enforcement of this measure with regard to the five development parcels.

## **Natural Gas Consumption and Electricity Production**

### **Regulatory Measure**

**Regulatory Measure F-2:** Prior to the start of each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park, under the applicable agreements, shall prepare and implement building plans and specifications that ensure that all residential and non-residential buildings shall, at a minimum, meet the California Title 24 Energy Efficiency standards for water heating, space heating and cooling. Approved building plans shall be implemented by Related and the responsible parties. Building plans and specifications with regard to the five development parcels shall be reviewed and approved by the City's Department of Building and Safety, or other appropriate City agency or department. Building plans and specifications with regard to the Civic Park shall be reviewed and approved by the County's CAO and/or Department of Public Works.

## **Building Materials, Architectural Coatings and Cleaning Solvents**

### **Regulatory Measure**

**Regulatory Measure F-3:** During each construction phase, Related with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements shall ensure that building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to construction associated with the five development parcels. The County's CAO and/or Department of Public Works shall determine compliance with this measure



with regard to the Civic Park. The SCAQMD shall be responsible for the enforcement of this measure for all Project components.

#### **d. Level of Significance after Mitigation**

With implementation of the above regulatory measures and mitigation measures, heavy-duty construction equipment emissions would be reduced by a minimum of 5 percent and fugitive dust emissions would be reduced by an additional 16 percent. However, regional construction activities would still exceed the SCAQMD daily emission thresholds for regional  $\text{NO}_x$ , CO and VOC after implementation of all feasible mitigation measures. Therefore, construction of the Project would have a significant and unavoidable impact on regional air quality. Construction activities would also still exceed the SCAQMD daily localized emission threshold for  $\text{PM}_{10}$  and  $\text{NO}_2$  after implementation of all feasible mitigation measures. Therefore, construction of the Project would also have a significant and unavoidable impact.

Regional operational emissions would still exceed the SCAQMD daily emission threshold for regional CO, VOC,  $\text{PM}_{10}$ , and  $\text{NO}_x$  after implementation of all feasible mitigation measures. Therefore, operation of the Project would have a significant and unavoidable impact on regional air quality. In addition, regional concurrent construction and operational emissions would still exceed SCAQMD daily thresholds for CO, VOC,  $\text{PM}_{10}$ , and  $\text{NO}_x$  after implementation of all feasible mitigation measures. Therefore, concurrent construction and operation of the Project would have a significant and unavoidable impact on regional air quality.

### **7. Noise**

#### **a. Environmental Impacts**

As with most construction projects, construction would require the use of heavy equipment such as bulldozers, backhoes, cranes, loaders, and concrete mixers. Construction equipment would produce maximum noise levels of 74 dBA to 101 dBA at a distance of 50 feet from the noise source. Nearby sensitive land uses (e.g., the Walt Disney Concert Hall located across Grand Avenue from Parcel Q, the Colburn School and, also, the Music Center) would occasionally experience construction noise levels of 82 dBA (hourly  $L_{eq}$ ) during the heaviest periods of construction. While the overall construction duration is expected to be nine years, the higher noise-producing activities are expected to occur for one to two months during demolition, between four and five months during excavation, and for durations during building construction. In addition, these noise levels would only occur when construction activities are along or near the Project site perimeter. Nevertheless, construction of the proposed Project would result in a significant impact to off-site sensitive receptors without the incorporation of mitigation measures.

Construction can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. Within the Project site, the highest vibration from typical construction equipment would be generated during pile driving operations. However, sensitive land uses would be located at a sufficient distance from any potential pile driving activity so that vibration from such activities would be less than significant.

In addition to on-site construction noise, haul trucks, delivery trucks, and construction workers would require access to the Project site throughout the Project's construction period. While construction workers would arrive from many parts of the region, and thus different directions, haul trucks and delivery trucks would generally travel to the Project site on Third Street and the Harbor Freeway (I-110). This route would avoid as many noise-sensitive uses as feasible that are present within the Project vicinity. In addition, construction traffic would not occur during the noise-sensitive late evening and nighttime hours, as well as on Sundays and holidays.

The Project's operational noise analysis addresses potential noise impacts to nearby noise-sensitive receptor locations, as well as the proposed on-site residential uses within the Project site, attributable to the long-term operations of the proposed Project. Specific noise sources addressed in the analysis include roadway noise, mechanical equipment, loading dock and refuse collection /recycling areas, miscellaneous rooftop equipment, trash pick-up areas, outdoor gathering areas, parking facilities, rooftop helipads, and Civic Park activities.

The largest Project-related traffic noise impact is anticipated to occur along the segment of Second Street, between Grand Avenue and Olive Street (1.3 dBA increase in Community Noise Equivalency Levels). This impact would be less than the 3 dBA significance threshold and roadway noise impacts would be less than significant. Noise levels associated with on-site sources (e.g., loading docks, parking facilities, and mechanical equipment) would include noise control measures and project features to meet City of Los Angeles Municipal Code noise standards. Therefore, impacts are anticipated to be less than significant and no mitigation measures are required.

The Civic Park would be designed with the intent that specified areas would accommodate particular programmed uses, but would also work in unison for larger events. Typical park uses would not be considered a substantial noise source as no organized athletic activities are proposed and typical activities would consist of picnics, exercise, and enjoyment of the outdoors. However, outdoor shows and events have the potential to generate significant noise levels during staged special events and operations within the other venues that may be located within the Civic Park. The future  $L_{eq}$  for outdoor events would be approximately 63 to 75 dBA at the uses surrounding the Civic Park. As these surrounding uses include the Los Angeles County Courthouse, Clara Shortridge Foltz Criminal Justice Center, and law library, outdoor event noise levels could intermittently interfere with these uses. The noise level at the

closest apartments (Grand Promenade Tower Apartments) would be approximately 50 dBA and would be less than significant. Although, because of the characteristics of amplified speech and crowd cheering, the noise generated during these events may be occasionally discernible at the nearby sensitive receptors, it would be temporary in nature and a less than significant impact.

With respect to vibration, Project operations would not result in any additional long-term ground-borne vibration sources and impacts would be less than significant.

Construction of the Additional Residential Development Option would be substantially similar to that of the proposed Project and, like the proposed Project, would result in a less than significant vibration impact and would generate temporary noise from construction that would result in a significant impact. The traffic attributable to the Project with Additional Residential Development Option was conservatively assumed to be the same as that generated by the Project with County Office Building Option. Thus, traffic related noise impacts would remain unchanged and considered less than significant, and no mitigation measures are required. In addition, stationary source noise levels would also be substantially the same as many of the potential sources of noise (e.g., loading docks, mechanical equipment, etc.) would be present regardless of whether additional residences or office space is constructed.

#### **b. Cumulative Impacts**

Noise impacts during construction of the proposed Project and each related project (that has not already been built) would be short-term and limited to the duration of construction and would be localized. In addition, it is anticipated that each of the related projects would have to comply with the applicable provisions of the City's noise ordinance, as well as mitigation measures that may be prescribed by the City that require significant impacts to be reduced to the extent feasible. However, since noise impacts due to construction of the proposed Project would be significant on its own, noise impacts due to construction of the proposed Project in combination with any of the related projects would also be significant without mitigation.

Cumulative traffic volumes would result in a maximum increase of 2.5 dBA CNEL along Second Street, between Grand Avenue and Olive Street. As this noise level increase would be below the 3 dBA CNEL significance threshold, roadway noise impacts due to cumulative traffic volumes would be less than significant. LAMC provisions that limit stationary-source noise from items such as roof-top mechanical equipment and emergency generators, would maintain noise to less than significant levels at the property lines of the related projects. Therefore, on-site noise produced by any related project would not be additive to Project-related noise levels. As the Project's composite stationary-source noise impacts would be less than significant, cumulative stationary-source noise impacts attributable to cumulative development would also be less than significant.

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### c. Mitigation Measures

Mitigation Measures are proposed below to reduce the Project's potentially significant noise impacts.

#### Construction

#### Mitigation Measures

**Mitigation Measure G-1:** To reduce any impact on nearby venues that may be noise sensitive receptors, such as the Music Center, Disney Hall, and the County Courthouse, the following Measures G-1 and G-2G-2 shall be implemented as follows: During each construction phase, Related, with regard to the five development parcels and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall limit (i) construction activities utilizing heavy equipment to Monday through Friday from 7:00 A.M. to 8:00 P.M., and (ii) interior construction work inside building shells and construction activities not utilizing heavy equipment to 7:00 A.M. to 9 P.M Monday through Friday. Saturday construction shall be limited to 8:00 A.M. to 6 P.M. No construction activities shall be permitted on Sundays or holidays. Construction noise measures shall also be implemented, which may include the use of noise mufflers on construction equipment used within 100 feet of these venues. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Mitigation Measure G-2:** During each construction phase, Related, with regard to the five development parcels and the responsible parties for implementation of the Streetscape Program shall not use heavy equipment within (to the maximum extent practicable) 100 feet of the County Courthouse while Court is in session. Construction noise reduction measures shall also be implemented, which may include the use of noise mufflers on construction equipment. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program.

**Mitigation Measure G-3:** During the initial stage of each construction phase (site demolition and site preparation/excavation) for each Project parcel and when construction activities are within 200 feet of noise sensitive land uses, Related, with regard to the five development parcels, shall erect a temporary,

8-foot, ½-inch-thick plywood fence along the boundaries of each construction site adjacent to noise sensitive uses such that the “line of sight” between on-site construction activities and the residential or other sensitive uses is blocked, where feasible. The City’s Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels.

**Mitigation Measure G-4:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall ensure that pile drivers within the individual activity/development site under construction at that time shall be equipped with noise control devices having a minimum quieting factor of 10 dBA. The City’s Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to construction in the five development parcels and the Streetscape Program. The County’s CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Mitigation Measure G-5:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall, except as otherwise permitted by applicable agreements, ensure that construction loading and staging areas shall be located on-site within each respective construction site and away from noise-sensitive uses to the extent feasible. The City’s Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to construction in the five development parcels and the Streetscape Program. The County’s CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Mitigation Measure G-6:** Prior to the issuance of grading permits for each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall prepare, and thereafter implement, plans and specifications that include a requirement to route pedestrians (to the maximum extent practicable) 50 feet away from the construction area when heavy equipment such as hydraulic excavators are in use. Such routing may include the posting of signs at adjacent intersections. The City’s Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County’s CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Mitigation Measure G-7:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall designate a construction relations officer to serve as a liaison with surrounding property owners who is responsible for responding to any concerns regarding construction noise. The liaison shall coordinate with the Project construction manager(s) to implement remedial measures in the shortest time feasible. The liaison's telephone number(s) shall be prominently displayed at multiple locations along the perimeter of each construction site. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

### **Operations**

To further reduce noise impacts on the Project site, the following mitigation measure is recommended:

**Mitigation Measure G-8:** Related, with regard to the five development parcels, shall prepare and implement building plans that ensure prior to the start of each construction phase which includes residential development that all exterior walls, floor-ceiling assemblies (unless within a unit), and windows having a line of sight (30 degrees measured from the horizontal plane) of Grand Avenue, Hill Street, Hope Street, First Street, and Second Street of such residential development shall be constructed with double-paned glass or an equivalent and in a manner to provide an airborne sound insulation system achieving a Sound Transmission Class of 30, subject to field testing, as defined in the UBC Standard No. 35-1, 1982 edition. Sign-off by the City's Department of Building and Safety, or other appropriate City agency or department, shall be required prior to obtaining a building permit. Related, as an alternative, may retain an engineer registered in the State of California with expertise in acoustical engineering, who shall submit a signed report for an alternative means of sound insulation satisfactory to the City's Department of Building and Safety, or other appropriate City agency or department. Examples of alternative means may include, but are not limited to, the following: (1) acoustical seals for doors and windows opening to the exterior; (2) consideration of the type, location, and size of windows; and (3) sealing or baffling of openings and vents. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure.

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#### **d. Level of Significance after Mitigation**

The noise reduction measures prescribed in Mitigation Measure G-1 would achieve a minimum 5-dBA reduction along areas of sensitive receptors where the line-of-sight to ground-level construction activity that occurs on the Project site is broken. Regulatory Measure G-1 would preclude construction-period noise impacts from occurring during the noise-sensitive night time periods, or at any time on Sundays or holidays. Noise level reductions attributable to Mitigation Measures G-2 and G-3 and Project design features (e.g., use of noise mufflers and on-site storage of construction equipment) are not easily quantifiable, but implementation of such measures would reduce the noise level impact associated with construction activities to the extent practicable. Nevertheless, Project construction activities would intermittently increase the daytime noise levels at nearby sensitive land uses during construction activities by more than the 5-dBA significance threshold. As such, noise impacts during construction are concluded to be significant and unavoidable.

Project development would not result in any significant noise impacts to off-site receptors during long-term Project operations. With implementation of Mitigation Measure G-6, on-site residents would not be exposed to inappropriately high noise levels from off-site activities (e.g., vehicle traffic on adjacent roadways).

### **8. Hazards and Hazardous Materials**

#### **a. Environmental Impacts**

According to the Phase I environmental assessments completed for the Project site, there are no potential recognized environmental conditions (RECs) within any of the five development parcels. In addition, there is no evidence at the Project site of asbestos; hazardous materials use, storage or waste; or hazardous air emissions. It is anticipated that hazardous materials including fertilizers, herbicides and pesticides would be used to maintain the landscaping within the Civic Park, the Grand Avenue streetscape program as well as the five development parcels. In addition, hazardous materials associated with maintenance activity within the five development parcels would be present at the Project site.. Since the transport, use, and storage of these materials would be managed in accordance with applicable federal, state, and local regulations, these materials would not be expected to pose significant risks to the public or the environment. Consequently, construction and operation under the Project with County Office Building Option and the Project with Additional Residential Development Option would not expose people to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. As such, construction and operation under both Options would not result in a significant hazard to the public or the environment through the transport, use, or disposal of hazardous materials, and impacts would be less than significant.

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**b. Cumulative Impacts**

Under existing federal and state regulations, potential hazardous materials located on any of the 93 related project sites would be identified and remediated prior to construction and operation of any habitable facility. As such, any groundwater or soil contamination occurring on the related project sites would be addressed in accordance with applicable regulations and mitigation measures during the permitting process by the applicable responsible agencies. Remediation activities in accordance with federal, state, and local regulations would, therefore, reduce any significant impacts associated with hazardous materials to less than significant levels. Therefore, with monitoring and compliance with federal, state and local regulations and procedures, the potential for cumulative impacts attributable to the Project as well as the related projects' transport, use, or disposal of hazardous materials would be less than significant.

**c. Mitigation Measures**

The proposed Project would have less than significant impacts with regard to hazards and hazardous material. Notwithstanding, the following regulatory measures have been identified to address the Project's less than significant impact.

**Regulatory Measures**

**Regulatory Measure H-1:** Prior to the start of each construction phase, Related, with regard to the five development parcels, shall properly decommission all unused groundwater monitoring wells, per applicable regulations. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels. The Regional Water Quality Control Board shall enforce compliance with this measure.

**Regulatory Measure H-2:** Prior to the start of each construction phase, Related, with regard to the five development parcels, shall test for the presence or absence of hydrogen sulfide and methane beneath the site by subsurface sampling. Should the sampling result in the discovery of hydrogen sulfide and/or methane, appropriate health and safety measures shall be implemented, in accordance with applicable regulations. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure.

**Regulatory Measure H-3:** Prior to the start of each construction phase, Related, with regard to the five development parcels, shall take fill samples from each of the five parcels, and shall analyze these samples for contaminants at elevated concentrations. Should elevated contaminant concentrations be discovered,



appropriate measures shall be implemented, in accordance with applicable regulations. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure.

**Regulatory Measure H-4:** Prior to the start of each construction phase, the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall undertake an appropriate investigation to ascertain whether any hazardous conditions would occur as a function of implementing the streetscape improvements along Grand Avenue and/or the Civic Park. Should elevated concentrations of contaminants be identified, appropriate measures shall be implemented in accordance with applicable regulations. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure H-5:** Prior to demolition or renovation in the Civic Center Mall, the responsible parties for implementation of the Civic Park under the applicable agreements shall perform an asbestos-sampling survey to determine the presence of asbestos containing materials. If such materials should be found, the responsible parties for implementation of the Civic Park shall prepare and implement an Operations and Maintenance Plan that meets all applicable federal, state and local requirements. This plan shall safely maintain asbestos containing materials that remain on the site. The County's CAO and/or Department of Public Works shall determine compliance with this measure.

**Regulatory Measure H-6:** Prior to the start of any demolition activities or renovation on any painted surfaces at the Project site, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements shall conduct a survey of lead based paint (LBP) to determine the level of risk posed to maintenance personnel, construction workers, facility staff, and patrons from exposure to the paints present at the site. Any recommendations made in that survey related to the paints present at the Project site shall be implemented prior to the demolition or renovation of said painted surfaces. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

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**d. Level of Significance After Mitigation**

Impacts associated with the potential discovery of hazardous and non-hazardous materials on the Project site would be reduced to a less than significant level with compliance with the above regulatory measures.

**9. Fire Services****a. Environmental Impacts**

Construction activities may temporarily increase the demand on fire services due to the presence of combustible materials within the Project site. Construction may also result in temporary lane closures that would potentially affect emergency access. With the implementation of regulatory measures and notification to the LAFD of all construction scheduling, the wide selection of alternative routes, and the temporary nature of the closures, any lane closures, should they occur, would not substantially affect the capacity of the LAFD to serve the Project site. During Project operations, occupancy of the five development parcels and high-attendance events associated with the Civic Park would increase the demand for LAFD fire services. However, the Project is within City Fire Code-required response distances, which would facilitate the LAFD in reaching emergency situations occurring within the Project site. In addition, automatic fire sprinkler systems in all structures, fire hydrants installed to LAFD specifications, and supplemental fire protection devices would be incorporated into new Project structures, as required by the Fire Code. As the Project site is within the service area of four Task Force truck and engine companies, Project operations are anticipated to result in less than significant impacts to LAFD staff and equipment capabilities. Notwithstanding, standard LAFD requirements that ensure the safety of the Project would be complied with.

**b. Cumulative Impacts**

The LAFD has determined that development of the Project, in conjunction with other approved and planned projects, may result in the need for the following: (1) increased staffing at existing facilities; (2) additional fire protection facilities; and (3) relocation of existing fire protection facilities. However, as related project applicants would be required to coordinate with the LAFD to ensure that related project construction and operations would not significantly impact LAFD services and facilities, no significant cumulative impacts are anticipated.

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### c. Mitigation Measures

The proposed Project would have less than significant impacts with regard to fire services. Notwithstanding, the following regulatory measures and project design features have been identified to address the Project's less than significant impact.

#### Regulatory Measures

**Regulatory Measure I.1-1:** During demolition activities occurring during each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall ensure sure that emergency access shall remain clear and unobstructed. The LAFD shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County Fire Department (LACoFD) shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.1-2:** Prior to each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements shall prepare, and thereafter implement, plans and specifications to ensure that the construction contractor is apprised of the requirement to maintain access to sub-surface parking structures associated with the Civic Center Mall, the Music Center, and the Colburn School for Performing Arts. The LAFD shall determine compliance with this measure with regard to the five development parcels. The LACoFD shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.1-3:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall maintain access for emergency response personnel to the Kenneth Hahn Hall of Administration, the Paseo de los Pobladores de Los Angeles, the County Courthouse, the Colburn School for Performing Arts, and the Walt Disney Concert Hall. The LAFD shall determine compliance with this measure with regard to construction in the five development parcels and the Streetscape Program. The LACoFD shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.1-4:** Prior to each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall prepare, and thereafter implement, a plan to ensure that emergency evacuation from the northwest side of the County Mall and Colburn School for

Performing Arts, the southeast side of the Music Center and the Walt Disney Concert Hall would not be impeded by construction of the individual Project elements. With respect to the plan for the Mall, it must be prepared to coordinate with emergency evacuation plans for the Courthouse and the Hall of Administration. The LAFD shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The LACoFD shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.1-5:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall ensure that sufficient fire hydrants shall remain accessible at all times during Project construction. The LAFD shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The LACoFD shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.1-6:** Prior to the start of each construction phase and during Project operations, Related, with regard to the five development parcels shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, and the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708). The City of Los Angeles Fire Department (LAFD) shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-7:** During Project operations, Related, with regard to the five development parcels shall maintain all access roads, including fire lanes, in an unobstructed manner, and removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code. The LAFD shall determine compliance with this measure with regard to the five development parcels.

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## Operations

The following regulatory measures for fire protection and services are based on information provided by the LAFD<sup>2</sup> and shall be implemented for the Project:

### **Regulatory Measures**

**Regulatory Measure I.1-8:** Prior to the start of each construction phase, Related, with regard to the five development parcels and the responsible parties for implementation of the Streetscape Program under the applicable agreements, shall prepare, and thereafter implement, plans and specifications in accordance with LAFD requirements, and requirements for necessary permits shall be satisfied prior to commencement of construction on any portion of the five development parcels or the Streetscape Program. The LAFD shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program.

**Regulatory Measure I.1-9:** Prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall prepare, and thereafter implement, plans in accordance with LACoFD requirements, and requirements for necessary permits shall be satisfied prior to commencement of construction on any portion of the Civic Park. The LACoFD shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.1-10:** Prior to the start of each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall prepare, and thereafter implement, a plan that will assure that any required fire hydrants that are installed shall be fully operational and accepted by the Fire Department prior to any building construction. The LAFD shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The LACoFD shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.1-11:** Prior to the start of each construction phase, Related, with regard to the five development parcels, shall submit plot plans indicating access roads and turning areas to the LAFD for review and approval. Related,

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<sup>2</sup> Letter from Douglas Barry, Assistant Fire Marshal, LAFD Bureau of Fire Prevention and Public Safety, December 19, 2005.

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with regard to the five development parcels shall implement the approved plot plans. The LAFD shall determine compliance with this measure.

**Regulatory Measure I.1-12:** Prior to the start of each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall prepare, and thereafter implement, engineering plans that show adequate fire flow and placement of adequate and required public and private fire hydrants. The LAFD shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The LACoFD shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.1-13:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements shall provide emergency access for Fire Department apparatus and personnel to and into all structures. The LAFD shall determine compliance with this measure with regard to the five development parcels. The LACoFD shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.1-14:** Prior to the start of each construction phase, Related, with regard to the five development parcels shall prepare, and thereafter implement, a plan that will provide that any private roadways for general access use and fire lanes shall not be less than 20 feet wide and clear to the sky. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-15:** Prior to the start of each construction phase, Related, with regard to the five development parcels shall prepare, and thereafter implement, a plan that will provide that any fire lanes and dead end streets shall terminate in a cul-de-sac or other approved turning area. No dead end street or fire lane shall be greater than 700 feet in length or secondary access shall be required. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-16:** Prior to the start of each construction phase, Related, with regard to the five development parcels shall prepare, and thereafter implement, a plan that designs any proposed development utilizing cluster, group, or condominium design not more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-17:** Prior to the start of each construction phase, Related, with regard to the five development parcels shall prepare, and thereafter implement, a plan that designs fire lanes to be not less than 28 feet in width. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-18:** Prior to the start of each construction phase, Related, with regard to the five development parcels, where above ground floors are used for residential purposes, shall prepare, and thereafter implement, a plan that interprets the access requirement as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of the residential units. The LAFD shall determine compliance with this measure.

**Regulatory Measure I.1-19:** Prior to the start of each construction phase, Related, with regard to the five development parcels, shall prepare, and thereafter implement, a plan that designs the entrance or exit of all ground level residential units to be no more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane. The LAFD shall determine compliance with this measure.

**Regulatory Measure I.1-20:** Prior to the start of each construction phase, Related, with regard to the five development parcels shall prepare, and thereafter implement, a plan that provides access that requires the accommodation of Fire Department apparatus, shall design the minimum outside radius of the paved surface to be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-21:** Prior to the start of each construction phase, Related, with regard to the five development parcels, shall not construct any building or portion of a building to be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-22:** Prior to the start of each construction phase, Related, with regard to the five development parcels, shall prepare, and thereafter implement, a plan that provides for access that requires accommodation of Fire Department apparatus, a design for overhead clearances to be not less than 14 feet. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-23:** Prior to the start of each construction phase, Related, with regard to the five development parcels shall prepare, and thereafter implement, a plan that provides for additional vehicular access required by the Fire Department, where buildings exceed 28 feet in height. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-24:** Prior to the start of each construction phase, Related, with regard to the five development parcels shall prepare, and thereafter implement, a plan that provides, where fire apparatus shall be driven onto the road level surface of the subterranean parking structure, for the structure to be engineered to withstand a bearing pressure of 8,600 pounds per square foot. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-25:** Prior to the start of each construction phase, Related, with regard to the five development parcels shall record any private streets as Private Streets and Fire Lanes. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-26:** During operation of the Project, Related, with regard to the five development parcels, shall provide that all electric gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety, or other appropriate City agency or department, granting a Certificate of Occupancy. The LAFD shall determine compliance with this measure.

**Regulatory Measure I.1-27.** Prior to the start of each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements, shall prepare, and thereafter implement, a plan that would not construct any building or portion of a building more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel with the exception that dwelling unit travel distance shall be computed to the front door of the unit. The LAFD shall determine compliance with this measure with regard to the five development parcels. The LACoFD shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.1-28.** Prior to the start of each construction phase, Related, with regard to the five development parcels shall submit plans to the Fire Department for review and approval. Where rescue window access is required, Related, with regard to the five development parcels, shall incorporate conditions and improvements necessary to meet accessibility



standards as determined by the LAFD. The LAFD shall determine compliance with this measure.

**Regulatory Measure I.1-29.** During operations of the Project, Related, with regard to the five development parcels shall have the curbs of all public street and fire lane cul-de-sacs painted red and/or be posted “No Parking at Any Time” prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac. The LAFD shall determine compliance with this measure with regard to the five development parcels.

**Regulatory Measure I.1-30.** During operations of the Project, planning for large events at the Civic Park shall be implemented by the County or County Park Operator to reduce potential adverse affects on emergency access. As part of the planning process, representatives of the LACoFD, County Office of Public Safety, LAFD, LAPD and LADOT shall be advised of the activities and consulted to establish appropriate procedures for crowd and traffic control. Plans shall be submitted to the County Chief Administrative Officer for review and approval.

### **Project Design Feature**

**Project Design Feature I.1-1:** Prior to the start of each construction phase, Related, with regard to the five development parcels shall submit building plans to the LAFD for review and approval that demonstrate that automatic fire sprinklers shall be installed in all structures. The LAFD shall determine compliance with this measure.

#### **d. Level of Significance After Mitigation**

After compliance with all fire safety regulations and the incorporation of regulatory measures, no significant unavoidable impacts are anticipated with respect to fire services.

## **10. Police Services**

### **a. Environmental Impacts**

Project construction may result in temporary lane closures that would potentially affect emergency access. By notifying the LAPD of all construction scheduling, the temporary nature of any closures, and the availability of alternative routes, any lane closures would not significantly affect emergency access or response times. Furthermore, during construction, traffic management personnel (flag persons) would be trained to assist in emergency response,

and on-site security measures would reduce theft and other demands on police services. Therefore, construction activities are not expected to significantly affect the capacity of the LAPD to adequately serve the Project site. With Project operation, increased activity within the five development parcels and the Civic Park would likely result in an increased demand for police services. Through the provision of private security personnel in the park, the demand for services provided by the LAPD is not anticipated to increase over existing conditions. The Project's combined residential and employment population would reduce the officer per resident ratio and, assuming the same number of officers in the LAPD Central Area station as under existing conditions, the ratio of crimes that are handled by each officer would increase from approximately 20 to 23.4. This level of increased demand in the context of occurring over an entire year would not substantially exceed LAPD's capacity and would, thus, be a less than significant impact.

### **b. Cumulative Impacts**

The residential and employment increases generated by 61 of the 93 related projects that are located in the LAPD Central District would reduce the officer per resident ratio, assuming the same number of officers in the LAPD Central Area station as under existing conditions, the ratio of crimes that would be handled by each officer would increase from approximately 20 per officer to 57 crimes per officer. Although the operation of Project would have a less-than-significant impact on police services, because the list of related projects is extensive and, if all related projects were built, the combined Project and related projects would have a significant cumulative impact with regard to police protection services. This level of increased demand would substantially exceed the LAPD's capacity to provide services from the Central Area station. However, if the City added resources in response to growth, then cumulative impact would be less than significant.

### **c. Mitigation Measures**

The proposed Project would have less than significant impacts with regard to police services. Notwithstanding, the following regulatory measures have been identified to address the Project's less than significant impact.

#### **Construction**

#### **Regulatory Measures**

**Regulatory Measure I.2-1:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall

provide clear and unobstructed LAPD access to the construction site. The LAPD shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County Office of Public Safety shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.2-2:** During ongoing construction, Related, with regard to the five development parcels shall provide security features on the construction site(s), such as guards, fencing, and locked entrances. The LAPD shall determine compliance with this measure.

### **Operations**

**Regulatory Measure I.2-3:** Prior to the start of each construction phase, Related, with regard to the five development parcels, shall submit plot plans for all proposed development to the Los Angeles Police Department's Crime Prevention Section for review and comment. Security features subsequently recommended by the LAPD shall be implemented by Related to the extent feasible.

**Regulatory Measure I.2-4:** Prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plot plans for all proposed development to the County Office of Public Safety for review and comment. Security features subsequently recommended by the Office of Public Safety shall be implemented by the County or County Park Operator to the extent feasible.

**Regulatory Measure I.2-5:** At the completion of each construction phase, Related, with regard to the five development parcels shall file as-built building plans with the LAPD Central Area Commanding Officer. Plans shall include access routes, floor plans, and any additional information that might facilitate prompt and efficient police response. The LAPD shall determine compliance with this measure.

**Regulatory Measure I.2-6:** During Project operations, Related, with regard to the five development parcels and the responsible parties for implementation of the Civic Park shall install alarms and/or locked gates on doorways providing public access to commercial facilities. The LAPD shall determine compliance with this measure with regard to the five development parcels. The County Office of Public Safety shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.2-7:** During Project operations, Related, with regard to the five development parcels shall not plant landscaping in a way that could provide cover for persons tampering with doors or windows of commercial facilities, or for persons lying in wait for pedestrians or parking garage users. The LAPD shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. .

**Regulatory Measure I.2-8:** Additional lighting shall be installed where appropriate, including on the Project site and in parking garages, as determined in consultation with the LAPD with regard to the five development parcels and the County Office of Public Safety with regard to the Civic Park. Related shall implement this measure with regard to the five development parcels prior to initial building occupancy for each construction phase, while the responsible parties for the implementation of the Civic Park and Streetscape Program under the applicable agreements shall implement these measures prior to the completion of construction for each of those Project components.

**Regulatory Measure I.2-9:** Prior to the start of each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall prepare, and thereafter implement, a plan that incorporates safety features \ into the Project's design to assure pedestrian safety, assist in controlling pedestrian traffic flows, and avoid pedestrian/vehicular conflicts on-site. Safety measures may include the provision of security personnel; clearly designated, well-lighted pedestrian walkways on-site; special street and pedestrian-level lighting; physical barriers (e.g., low walls, landscaping), particularly around the perimeter of the parking garages, to direct pedestrians to specific exit locations that correspond to designated crosswalk locations on adjacent streets. The LAPD shall determine compliance with this measure with regard to the five development parcels. The County Office of Public Safety shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure I.2-10:** Prior to the issuance of a certificate of occupancy for each construction phase and during Project operations, Related, with regard to the five development parcels, shall develop, and thereafter implement, a new or modified Security Plan to minimize the potential for on-site crime and the need for LAPD services. The plan would outline the security services and features to be implemented, as determined in consultation with the LAPD. The LAPD shall determine compliance with this measure with regard to the five development parcels. The following shall be included in the plan:

- a. Provision of an on-site security force that would monitor and patrol the Project site. During operational hours, security officers shall perform pedestrian, vehicular, and/or bicycle patrols.
- b. Implementation of a video camera surveillance system and/or a closed-circuit television system;
- c. Additional security features shall be incorporated into the design of proposed parking facilities, including “spotters” for parking areas, and ensuring the availability of sufficient parking either on- or off-site for all building employees and anticipated patrons and visitors;
- d. Security lighting incorporating good illumination and minimum dead space in the design of entryways, seating areas, lobbies, elevators, service areas, and parking areas to eliminate areas of concealment. Security lighting shall incorporate full cutoff fixtures which minimize glare from the light source and provide light downward and inward to structures to maximize visibility;
- e. Provision of lockable doors at appropriate Project entryways, offices, retail stores, and restaurants;
- f. Installation of alarms at appropriate Project entryways and ancillary commercial structures;
- g. All businesses desiring to sell or allow consumption of alcoholic beverages are subject to the issuance of a Conditional Use Permit by the City;
- h. Accessibility for emergency service personnel and vehicles into each structure, and detailed diagram(s) of the Project site, including access routes, unit numbers, and any information that would facilitate police response shall be provided to the Central Area Commanding Officer.
- i. In addition, security procedures regarding initial response, investigation, detainment of crime suspects, LAPD notification, crowd and traffic control, and general public assistance shall be outlined in the Security Plan. The plan would be subject to review by the LAPD, and any provisions pertaining to access would be subject to approval by the City of Los Angeles Department of Transportation.

**Regulatory Measure I.2-11:** Prior to the issuance of a certificate of occupancy for each construction phase and on-going during operations, Related, with regard to the

five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements, shall develop, and thereafter implement, a Emergency Procedures Plan to address emergency concerns and practices. The plan shall be subject to review by the LAPD with regard to the five development parcels and the County Office of Public Safety with regard to the Civic Park, and any provisions pertaining to access would be subject to approval by the City of Los Angeles Department of Transportation.

#### **d. Level of Significance after Mitigation**

With the implementation of the regulatory measures listed above, the Project's impacts on police protection services or response times would be less than significant. Cumulative impacts related to adequate police protection services would remain significant and unavoidable.

### **11. Schools**

#### **a. Environmental Impacts**

The Project with County Office Building Option would generate a potential total of 560 students consisting of 250 elementary school students, 141 middle school students, and 169 high school students. The Project with Additional Residential Development Option would generate a potential total of 632 students, consisting of 314 elementary school students, 157 middle school students, and 161 high school students. Under either Option, the Project would contribute to the projected seating shortages at the elementary, middle and high schools that would serve the Project site. With the addition of new LAUSD schools that would be open by 2009, the Project's significant impacts on the middle and high schools would be eliminated as sufficient capacity would be available to accommodate the Project's middle and high school students. However, this is not the case with elementary schools. As such, the Project would continue to have a significant impact on elementary school capacity.

#### **b. Cumulative Impacts**

The residential and commercial components of the 93 related projects located within the same attendance boundaries as the Project would generate approximately 378 elementary school students, 240 middle school students, and 4,700 high school students. These middle and high school students, combined with the Project's students, would be dispersed throughout the attendance boundaries of both the existing and the newly constructed schools. As a result, sufficient capacity would be available at the middle and high school level to accommodate the students generated by the Project in conjunction with all of the related projects and a less than significant cumulative impact would occur. However, the students generated by the related projects combined with the Project's students could not be accommodated within the existing or

future elementary school capacities. The Project and each related project would pay new school facility development fees and, under the provisions of Government Code Section 65995, the payment of these fees would constitute full mitigation. Thus, cumulative impacts on schools would be less than significant.

### **c. Mitigation Measures**

Based on the preceding analysis, the students generated by the Project could not be accommodated within the existing facilities at the identified schools. The additional elementary students generated by the Project would result in a potentially significant impact at Castelar Elementary School as neither expansion of the existing facilities nor the construction of new elementary schools in the school's attendance area is currently planned. Despite the planned construction of the new Gratts Primary Center, students generated by the Project would also result in a potentially significant impact to Gratts Elementary School. With regard to Virgil Middle School and Belmont Senior High School, the construction of additional facilities planned to relieve overcrowding would provide enough seats to sufficiently accommodate Project-generated middle and high school students, and thus, Project impacts would be less than significant. Notwithstanding, Related would be required to pay new school facility development fees at the time of building permit issuance. Pursuant to California Government Code Section 65995, payment of the developer fees required by State law provides full and complete mitigation of the impacts of the Project as well as the Additional Residential Development Option on school facilities, thereby reducing impacts to a less than significant level. Through compliance with Government Code Section 65995, impacts on schools would be less than significant, and no other mitigation measures are required.

### **Mitigation Measure**

**Mitigation Measure I.3-1:** Prior to the issuance of each building permit, Related, with regard to the five development parcels, shall pay school mitigation fees pursuant to the provisions of California Government Code Section 65995. Compliance with this measure shall be determined by the City's Department of Building and Safety, or other appropriate City agency or department.

### **d. Level of Significance After Mitigation**

Pursuant to the provisions of Government Code Section 65995, a project's impact on school facilities is fully mitigated through the payment of the requisite school facility development fees current at the time building permits are issued. As Related is required to pay school facility development fees, impacts under the Project are concluded to be less than significant.

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## **12. Parks and Recreation**

### **a. Environmental Impacts**

Construction of the proposed improvements in Civic Park would require closure of the existing Civic Mall to implement those improvements. This would limit park availability and usage. Impacts on park usage could occur within the immediate area of construction activity and adjacent park areas that might be sensitive to construction activities. It is not known if the entire Park area would be affected at a single time, or if park improvements would be implemented on a smaller basis; e.g., block by block. As the construction activities could adversely affect park usage, the Project is considered to have a significant, short-term impact on parks during construction.

The required dedication of parkland from a project is determined by the number of residents within the project. Under the Quimby Act, which is implemented through the LAMC, three acres per 1,000 residents are required. The Project with County Office Building Option is anticipated to generate approximately 2,925 residents and would be required to provide approximately 8.8 acres of park/recreation space. The Additional Residential Development Option is anticipated to generate approximately 3,777 residents and would be required to provide approximately 11.33 acres of park/recreation space. Since these requirements would not be fully achievable on-site, per the LAMC, Related would be required to either dedicate additional parkland or pay in-lieu fees for any land dedication requirement shortfall. Compliance with the LAMC would offset the Project's park/recreation shortfall and would avoid a significant impact.

### **b. Cumulative Impacts**

No related projects are known to affect the use or availability of existing recreational resources, that would be affected by the Project, during their construction or operations phases. As the Project would prohibit the recreational use of the existing Civic Center Mall during the construction of the Project's Civic Park, cumulative impacts on recreational resources are considered significant.

Related projects combined with the Project with County Office Building Option would generate a total increase of approximately 31,877 residents. Combined with the Project with Additional Residential Development Option, the related projects would cumulatively generate approximately 32,729 residents. The estimated park space requirement to meet the three-acre per 1,000 residents standard for the combined population under the two Options would be approximately 95.5 acres and approximately 98.2 acres, respectively. As with the Project, compliance with the LAMC to either dedicate additional parkland or pay in-lieu fees for any land



dedication requirement shortfall would offset the park/recreation demands of the Project and would avoid a significant cumulative impact.

### **c. Mitigation Measures**

The Project would not meet the land dedication requirement pursuant to Government Code Section 66477 (Quimby Act). In response, the following mitigation measure has been identified to address the Project's potentially significant impact.

**Mitigation Measure I.4-1:** Prior to the issuance of a certificate of occupancy, Related, with regard to the five development parcels, shall: (1) dedicate additional parkland such that the Project would provide a total of 3 acres per 1,000 Project residents; (2) pay in-lieu fees for any land dedication requirement shortfall; or (3) a combination of the above. Compliance with this measure shall be determined by the City's Department of Building and Safety, or other appropriate City agency or department.

### **d. Level of Significance After Mitigation**

The potential impact of the closure of sections of the Civic Park due to construction activity is considered to be a short-term, significant and unavoidable, impact. Upon completion of the Project, the affected park areas would return to operations with an enhanced level of operation, due to improvements that were implemented during the construction phase. Compliance with the mitigation measure for meeting park demand would reduce any impacts due to park dedication shortfalls to less than significant levels.

## **13. Libraries**

### **a. Environmental Impacts**

The increase in residential population, employees and patrons, under the Project would increase demand on LAPL facilities in this area, including the Central Library as well as the Little Tokyo and Chinatown Branch Libraries, although the Project is not expected to cause an increase in the community population that would exceed the LAPL-defined service target population. However, LAPL has indicated that the Project would impact the Central Library and that the fee of \$200 per capita would offset the increase in service demand. However, the detailed analysis provided in this section of the Draft EIR demonstrates that the Project would not cause a significant impact on library services, and the LAPL did not provide any data in its NOP response letter to the contrary. Accordingly, no mitigation measures are required. In addition, it should be noted that the LAPL has not taken the necessary legal steps to impose a mitigation fee on all new development projects in its jurisdiction.

**b. Cumulative Impacts**

Population increases created by the 93 related projects in combination with the Project would increase the demand for LAPL services within the Project area. If a large number of related projects were to be developed without the payment of fees, notable cumulative impacts on library services may occur.

**c. Mitigation Measures**

The Project would result in no significant impacts on library services, and no mitigation measures are required.

**d. Level of Significance After Mitigation**

No significant and unavoidable adverse impacts relative to LAPL facilities and services would occur as a result of the Project. However, significant cumulative impacts would occur if a large number of related projects would not contribute to voluntary or mandatory library fees.

**14. Water Supply****a. Environmental Impacts**

Water use during Project construction would be intermittent and temporary in nature, resulting in a less than significant impact on water supply. The operation of uses associated with the Project with County Office Building Option would have an average potable water demand of 844,403 gallons per day (gpd) and a peak demand of 1,435,484 gpd. The Project with Additional Residential Development Option would generate an average water demand of 786,881 gpd and a peak demand of 1,337,696 gpd. The Los Angeles Department of Water and Power (LADWP) has concluded in its Water Supply Assessment dated April 13, 2006 that adequate water supplies would be available to meet the Project's water demand. Therefore, implementation of the Project would result in a less than significant impact on water supply.

Based on LAFD fire flow requirements as well as pressure flow reports from the City's Department of Water and Power (LADWP), no upgrades to the existing water system serving Parcels Q, M-2, and the Civic Park would be required. However, the installation of new water lines would be required along Second Street, from Olive Street to Hill Street to serve Parcels W-1/W-2, and from Hope Street to Lower Grand Avenue to serve Parcel L.

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## **b. Cumulative Impacts**

Development of the 93 identified related projects would cumulatively contribute, in conjunction with the Project to the water demand in the Project area, although combined demand would be slightly less under the Project with Additional Residential Option. Related projects are anticipated to be developed in compliance with State and water conservation regulations and within the build-out scenario of the Community Plans and the City of Los Angeles General Plan elements. Further, the LADWP Water Supply Assessment concluded that there are adequate water supplies to meet all existing and future water demands for the next 20 years. As such, impacts associated with cumulative water demand would be less than significant.

## **c. Mitigation Measures**

The proposed Project would have a significant impact with regard to the availability of water lines along Second Street with regard to Parcels W-1/W-2 and L. All other water-related impacts are less than significant. As such, a mitigation measure has been identified to address the one significant impact. In addition, a series of regulatory measures are identified that would result in reducing the water demand attributable to the Project.

### **Mitigation Measures**

**Mitigation Measure J.1-1:** Prior to initial occupancy of the buildings within Parcels L and W-1/W-2, Related shall install new water lines along Second Street, from Olive Street to Hill Street to serve Parcels W-1/W-2, and from Hope Street to Lower Grand Avenue to serve Parcel L. The City's Building and Safety Department shall review and approve all plans related to these new water lines. Related shall be responsible for the implementation of these improvements.

### **Regulatory Measures**

**Regulatory Measure J.1-1:** Prior to the start of each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall call DIG-ALERT to identify and mark on the ground surface the locations of existing underground utilities. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure J.1-2:** Prior to the start off each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall perform potholing of existing water and gas mains to verify the depth of cover. If the depth of cover over the lines is shallow and the total street pavement section is thick (around 24 inches), then the temporary cover over the lines during construction may be reduced to 12 inches or less. Under these circumstances, protective measures shall be implemented to prevent damage or breakage of the lines during the pavement sub-grade preparation process. Notices of service interruption, if necessary, shall be provided to customers in accordance with DWP-Water and ACG requirements. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure J.1-3:** Prior to issuance of building permits for each construction phase, Related, with regard to the five development parcels, shall pay the appropriate fees as may be imposed by the City's Department of Building and Safety, or other appropriate City agency or department. A percentage of building permit fees is contributed to the fire hydrant fund, which provides for citywide fire protection improvements. Compliance with this measure shall be determined by the City's Department of Building and Safety, or other appropriate City agency or department,.

**Regulatory Measure J.1-4:** Prior the issuance of building permits for each construction phase, Related, with regard to the five development parcels and the responsible parties for implementation of the Civic Park Plan under the applicable agreements, shall coordinate with the Los Angeles Department of Water and Power to conduct a flow test to confirm that the existing water system meets fire flow requirements imposed by the LAFD for the Project. Related, with regard to the five development parcels and the responsible parties for implementation of the Civic Park Plan under the applicable agreements, shall undertake and complete required improvements as identified by the LADWP, based on the findings of the flow test. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

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## Operations

### **Regulatory Measures**

**Regulatory Measure J.1-5:** During Project operations, Related, with regard to the five development parcels, shall incorporate Phase I of the City of Los Angeles' Emergency Water Conservation Plan into all privately operated parcels. The Plan prohibits hose watering of driveways and associated walkways, mandates decorative fountains to use recycled water, mandates drinking water in restaurants to be served upon request only, and provides that water leaks are repaired in a timely manner. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure.

**Regulatory Measure J.1-6:** During Project operations, incorporate Los Angeles County water conservation policies into the operation of the Civic Park, and the County Office Building, if the Project proceeds with the County office building option. The responsible parties for the implementation of the Civic Park under the applicable agreements, and the County with regard to the County Office Building, if the Project proceeds with the County office building option, shall be responsible for implementing this measure. The implementation of this measure shall be subject to the review and approval of the County's CAO and/or Department of Public Works.

**Regulatory Measure J.1-7:** During Project operations, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements and the County Office Building operator shall comply with any additional mandatory water use restrictions imposed as a result of drought conditions. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure J.1-8:** During Project operations, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall install automatic sprinkler systems to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation, and sprinklers shall be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with

regard to the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

#### **d. Level of Significance After Mitigation**

The total estimated water demand for the Project at build out is not expected to exceed available supplies during normal, single dry and multiple dry water years during the current 20-year projection, nor is it anticipated to exceed the available capacity within the distribution infrastructure that would serve the Project site. Other than connections from the Project site to the water mains and the installation of new water lines along Second Street, the construction of a new or upgraded distribution and conveyance infrastructure would not be required. With regulatory compliance and incorporation of the mitigation measures discussed above, impacts to water supply associated with the Project would be less than significant.

### **15. Wastewater**

#### **a. Environmental Impacts**

The operation of uses associated with the Project with County Office Building Option would generate 631,650 gallons per day (gpd) of wastewater and a peak flow of 1,073,805 gpd. The Project with Additional Residential Development Option would generate 592,070 gpd on average and a peak flow of 1,006,519 gpd. By complying with the provisions of the City's Sewer Allocation Ordinance, wastewater generation resulting from operation of the Project would not substantially exceed the future scheduled capacity of the Hyperion Treatment Plant (HTP), nor would it cause a measurable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or would cause a sewer's capacity to become constrained. Therefore, implementation of the Project would result in a less than significant impact.

#### **b. Cumulative Impacts**

Development of the 93 identified related projects, in conjunction with the Project would cumulatively contribute to wastewater generation in the Project area. The Project with Additional Residential Option would generate nearly seven percent less wastewater than that of the proposed Project with County Office Building Option. The wastewater anticipated to be discharged by the related projects along with the Project with County Office Building Option is 7.3 million gpd, which represents approximately 1.6 percent of the HTP's full capacity of 450 million gpd. Each of the individual related projects would be subject to the LADWP's determination of whether there is allotted sewer capacity available prior to the formal acceptance

of plans and specifications by the Department of Building and Safety. Therefore, cumulative impacts to the local and regional sewer system for the Project, in conjunction with the identified related projects, would be less than significant.

### **c. Mitigation Measures**

The proposed Project would have less than significant impacts with regard to wastewater service. Notwithstanding, the following regulatory measures have been identified to address the Project's less than significant impact.

### **Regulatory Measures**

**Regulatory Measure J.2-1:** Prior to the start of each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park shall comply with City ordinances limiting connections to the City sewer system, in accordance with City Bureau of Sanitation procedures. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels. The County's CAO and/or Department of Public Works shall ensure compliance with this measure.

**Regulatory Measure J.2-2:** Prior to the start of each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park Plan, shall prepare, and thereafter implement, building plan specifications for the installation of low-flow water fixtures and further encourage reduction of water consumption to minimize wastewater flow to the sewer system, in accordance with applicable water conservation requirements. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels. The County's CAO and/or Department of Public Works shall ensure compliance with this measure.

### **d. Level of Significance After Mitigation**

With the implementation of the recommended mitigation measures discussed above, any local deficiencies in sewer lines would be identified and remedied and wastewater generation rates would be reduced. As such, less than significant impacts on wastewater conveyances and the capacity of the HTP would occur.

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## **16. Solid Waste**

### **a. Impacts**

Construction debris attributable to Project development would generate approximately solid debris, which would amount to approximately 31,120 tons of landfill waste. The total remaining permitted capacity for inert waste in Los Angeles County is estimated to be approximately 69.94 million tons, a capacity that would be exhausted in approximately 2065. Therefore, impacts of the Project's construction on solid waste would be less than significant. Operation of the Project with County Office Building Option would generate approximately 7,012 tons of solid waste per year, which would constitute less than 0.001 percent of the City's annual 9.11 million tons of total solid waste before recycling and diversion. The Project with Additional Residential Development Option would generate even less solid waste (2,717 tons per year before recycling and diversion). Thus, waste generated by the Project would not exacerbate the existing shortfall of landfill capacity to the point of altering the projected timeline for landfills within the region to reach capacity. The available capacity of the existing and/or planned landfills would not be exceeded and impacts on solid waste disposal would be less than significant.

### **b. Cumulative Impacts**

Development of the 93 related projects would generate solid waste during their respective construction periods, and on an on-going basis following the completion of construction. The total cumulative construction debris from the related projects and proposed Project would total 63,000 tons. This would comprise approximately 0.1 percent of the remaining inert landfill disposal capacity of 69.94 million tons and, as such, cumulative impacts on inert landfill capacity would be less than significant. During operation, the total cumulative solid waste generation is estimated to be 112,015 tons per year under the Project with County Office Building Option and 107,660 tons per year under the Project with Additional Residential Development Option. These levels of cumulative annual solid waste generation represent approximately 1.2 percent of the total solid waste generated in Los Angeles County in 2003. Based on these small percentages, and the County forecast of 15 years of landfill availability, cumulative impacts on municipal landfill capacity are concluded to be less than significant.

### **c. Mitigation Measures**

The proposed Project would have less than significant impacts with regard to solid waste service. Notwithstanding, the following regulatory measures have been identified to address the Project's less than significant impact.



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## Regulatory Measures

**Regulatory Measure J.3-1:** Prior to the issuance of a certificate of occupancy for each construction phase, and thereafter during Project operations, Related, with regard to the five development parcels, shall comply with the provisions of City of Los Angeles Ordinance No. 171687 with regard to all new structures constructed as part of the five development parcels. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure.

**Regulatory Measure J.3-2:** Prior to the issuance of each certificate of occupancy, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall prepare, and thereafter implement, a plan that designs all structures constructed or uses established within any part of the proposed Project site to be permanently equipped with clearly marked, durable, source sorted recyclable bins at all times to facilitate the separation and deposit of recyclable materials. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure J.3-3:** Prior to the issuance of each certificate of occupancy, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements, shall prepare, and thereafter implement, a plan that designs primary collection bins to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure J.3-4:** During Project operations, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall continuously maintain in good order for the convenience of businesses, patrons, employees and park visitors clearly marked, durable and separate bins on the same lot, or parcel to facilitate the commingled recyclables and deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times, for collection of such wastes for transport to on- or off-site recycling plants; and require waste

haulers to utilize local or regional material recovery facilities as feasible and appropriate. The City's Department of Building and Safety, or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to the Civic Park.

**Regulatory Measure J.3-5:** During each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall implement a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction. The City's Department of Building and Safety, or other appropriate City agency or department, shall review and approve the plan with regard to the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall review and approve the plan with regard to the Civic Park.

#### **d. Level of Significance After Mitigation**

The Project would not cause the available capacity of the existing and/or planned landfills to be exceeded, and impacts due to construction and operations would be less than significant. Nonetheless, mitigation measures have been proposed to identify compliance with plans, programs and policies for recycling, waste reduction and waste diversion.

Proposed Mitigation Measures would reduce identified potentially significant impacts to less than significant levels, although no feasible mitigation measures exist to reduce the following several potentially significant and unavoidable impacts to less than significant levels.

## **10. IMPACT OF THE PROJECT AFTER MITIGATION**

### **Land Use**

**Zoning.** Both Project Options require zone changes and variances to permit the development of Parcels Q, W-1/W-2, L and M-2 as proposed. With the granting of such zone changes and variances, which may be granted after certification of the Final EIR by the Lead Agency and concurrently with action on entitlements requested from the City of Los Angeles, this significant zoning impact would be eliminated. However, since the Project under both Options is not in compliance with the current zoning designations, it is conservatively concluded that for the purposes of CEQA there would be a significant impact relative to zoning. Based on the information available regarding the related projects, it is reasonable to assume that some of the related projects may require a variety of discretionary zoning actions (e.g., zone changes,

variances, etc.). Therefore, a significant cumulative impact with regard to zoning compliance would occur.

### **Traffic, Circulation and Parking**

**Haul Truck Traffic.** Hauling activities during the initial six to eight months of construction of each block, when haul trucks would carry excavated material from the site, could generate up to 300 truck trips per day. Because some of these trips would occur during the A.M. peak hour, a potentially significant short-term impact may occur. Hauling required for the construction of some of the 93 related projects would potentially overlap with the initial six to eight months of construction for each of the Project's development parcels. Therefore, haul truck impacts would be cumulatively significant.

**Lane Closures.** It is not expected that complete closures of any streets would be required during Project construction, although they could occur due to unforeseen circumstances in which case they could cause temporary significant impacts. However, it is expected that there would need to be certain temporary traffic lane closures on streets adjacent to the Project site for certain periods, although the specific location and duration of such closures is unknown at this time. It is expected that, at most, one traffic or parking lane adjacent to the curb may need to be closed at certain locations for certain periods of time. Such lane closures could occur for periods of up to 4 to 6 months, or up to approximately 18 to 24 months, depending on the stage of construction. Although temporary in nature, such lane closures would cause an unavoidable, significant traffic impacts during such periods of time.

**Civic Mall Garage Ramp Reconstruction.** The reconfiguration of the ramps to/from the existing Civic Center Mall parking garage during the construction of the Civic Park would require the ramps to be shut down for a period of time. During that time, traffic would have to enter and exit the existing Civic Center Mall garage via either the Hill Street ramps, or via the Music Center garage. Similarly, during the reconfiguration and temporary closure of the Hill Street ramps during the construction of the Civic Park, traffic would have to enter and exit the existing Civic Center Mall garage via the Grand Avenue ramps. The diversion of traffic to alternate garage entrances would only affect the streets in the immediate vicinity of the existing Civic Center Mall parking garage, but could potentially create temporary and short-term significant traffic impacts. The temporary closure of access to related project sites would not impact the same streets adjacent to the County Garage block. However, other temporary access closures at any of the other sites, particularly the 15 related projects located on Grand Avenue, Olive Street, and Hill Street, would cumulatively contribute to congestion and, as such, would be cumulatively significant.

**Intersection Capacity During Project Operations.** The Project with County Office Building Option would result in a significant unavoidable impact on one intersection in the A.M.

peak hour and on 13 intersections in the P.M. peak hour. All of the impacted intersections would continue to operate at LOS D or better, except for two that would operate at LOS E in the P.M. peak hour (Hope Street / Temple Street / US-101 Ramps; and Broadway / First Street), and two that would operate at LOS F in the P.M. peak hour (Grand Avenue / US-101 / I-110 Ramps, and Hill Street / Third Street). Under the Project with Additional Residential Development Option, no intersections in the A.M. peak hour would be significantly impacted, while seven (7) intersections in the P.M. peak hour would be significantly impacted. All of the significantly impacted intersections would continue to operate at LOS D or better, except for the intersection of Grand Avenue / US-101 / I-110 Ramps, which would operate at LOS F in the P.M. peak hour. Thus, the extent of significant intersection impacts, under the Project with Additional Residential Development Option would not be as great as under the Project with County Office Building Option. The analysis of intersection service levels incorporate cumulative conditions that include related projects and ambient growth.

**Civic Park Operations.** Early evening events in the Civic Park, or events associated with concerts/programs at the Music Center and the Walt Disney Concert Hall, may worsen traffic conditions during the P.M. peak hour. However, the number of such events would be infrequent and would not occur on a regular basis. Although Civic Park traffic impacts would be temporary in nature, impacts may, on occasion, be significant in magnitude. Annual events, festivals, and holiday events could also potentially have temporary and short-term (one-time) significant traffic impacts. Therefore, on occasion, the size of the event and other factors may cause Civic Park traffic impacts to be significant and unavoidable. During times in which events in the Civic Park would start earlier in the evening, or during annual events, festivals, and holiday events, Civic Park traffic, in combination with traffic generated by the related projects, would be cumulatively significant.

**Advisory Agency Residential Parking Policy.** Residential parking for the Project would not be consistent with the Deputy Advisory Agency Residential Policy (DAARP), which requires 2.5 spaces for each residential unit. As the proposed residential supply is less than the Advisory Agency Policy requirements, the Project is seeking an exception from that policy. The granting of the requested exception, should it occur, would be granted after certification of the Final EIR by the Lead Agency, but concurrently with action on the entitlements requested from the City. Should this exception be granted, residential parking impacts would be less than significant. However, until the exception is granted, the non-compliance is considered a significant and unavoidable impact of the Project.

## **Aesthetics and Visual Resources**

**Views.** The Project would obstruct views of the Walt Disney Concert Hall and distant vistas to the north, possibly including the San Gabriel Mountains, from the Grand Promenade Tower, a 28-story residential building located immediately south of Parcel M-2. Development

on Parcels W-1/W-2 would substantially block views of City Hall from Olive Street, a public street. In addition, development on Parcel Q would block distant vistas to the north, possibly including the San Gabriel Mountains, from the upper stories of the Museum Tower residential building located south of Parcel Q and immediately east of MOCA. Related project No. 88 would block some easterly views of City Hall, from the existing Angelus Plaza residential towers. The Colburn School addition, combined with the Project, would have a significant cumulative view impact on the Museum Tower residential use. Therefore, view impacts are considered to be cumulatively significant.

**Shade/Shadow.** The Project would result in less than significant shading impacts with regard to the identified sensitive uses, however, a potentially significant cumulative shade shadow impact would occur with combined shading of the Angelus Plaza residential complex by Related Projects Nos. 9, 27, and 88, in conjunction with the proposed Project during the morning hours on the summer solstice.

### **Historical Resources**

Significant impacts to the existing Civic Center Mall would occur if one or more the following occurs: (1) the water feature (both the fountain and pools) no longer serves as a focal point in the Civic Park; (2) many of the pink granite clad planters, pink granite clad retaining walls, and concrete benches are not retained and reused in-place or within the reconfigured park preferably near the water feature and adjacent to the civic buildings; (3) the existing elevator shaft structures are removed in their totality, or (4) many of the light poles with saucer-like canopies and the “hi-fi” speaker poles with saucer-like canopies are not retained in-place or relocated adjacent to or integrated along with the water feature, benches, retaining walls, and planter boxes. Additionally, significant impacts to the park would also occur if the Secretary of the Interior’s Standards for the Rehabilitation of Historic Structures (Standards) are not utilized in the rehabilitation process of the park. If the character-defining features noted above were retained and reused in a manner consistent with the Standards and as stipulated in this Draft EIR, then potential impacts to this resource would not occur and mitigation measures would not be required. The development of one or more related projects in the downtown area has the potential to affect listed or eligible resources. As the Project may result in a potentially significant impact with regard to the Civic Center Mall as a contributor to the potential Civic Center historic district, the Project and the related projects have the potential to cause a significant cumulative impact on historical resources.

### **Air Quality**

**Construction.** Regional construction activities would exceed the SCAQMD’s daily emission thresholds for regional NO<sub>x</sub>, CO and VOC after implementation of all feasible mitigation measures. Construction activities would also exceed the SCAQMD daily localized

emission threshold for PM<sub>10</sub> and NO<sub>2</sub> , also after implementation of all feasible mitigation measures. Related projects occurring within a similar time frame as the Project would increase short-term emissions for concurrent construction activities during any day of the Project's construction period. As a result, a significant and unavoidable cumulative impact with respect to construction emissions would occur.

**Operations.** The Project's operational air emissions would exceed the SCAQMD daily emission threshold for regional CO, VOC, PM<sub>10</sub>, and NO<sub>x</sub> emissions. In addition, regional concurrent construction and operational emissions would also exceed the SCAQMD's daily thresholds for CO, VOC, PM<sub>10</sub>, and NO<sub>x</sub>. The implementation of the Project would result in an increase in ongoing operational emissions, which would contribute to region-wide emissions on a cumulative basis. Accordingly, under the SCAQMD's methodological framework, the Project's cumulative air quality impacts are also concluded to be significant.

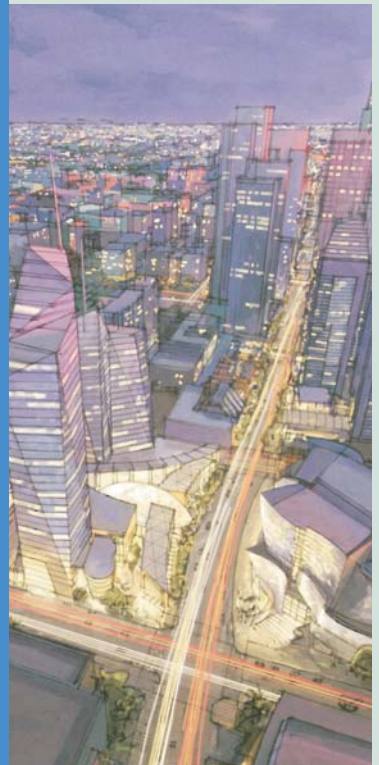
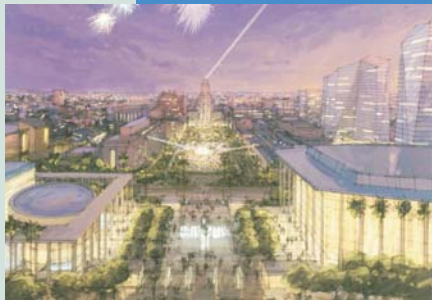
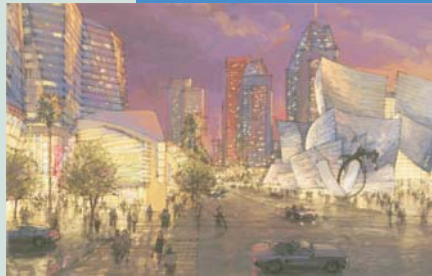
### Noise

**Construction.** Construction activities would intermittently increase the daytime noise levels at nearby sensitive land uses by more than the 5-dBA significance threshold. All other noise impacts would be reduced to less than significant levels with mitigation. Noise impacts during construction of the proposed Project and each related project (that has not already been built) would be short-term and limited to the duration of construction and would be localized. However, since noise impacts due to construction of the proposed Project would be significant on its own, noise impacts due to construction of the proposed Project in combination with any of the related projects would also be cumulatively significant without mitigation.

**Police Services.** Although, with the implementation of mitigation measures, the Project's impacts on police protection services and response times would be less than significant, as the list of related projects is extensive and, if all related projects were built, the combined Project and related projects would have a significant cumulative impact with regard to police protection services. However, if the City added resources in response to this growth, then cumulative impacts would be less than significant.

**Parks and Recreation.** Construction of the Project would require the closure of the existing Civic Center Mall for varying durations of time to construct the proposed Civic Park as well as the proposed Streetscape Program improvements that are proposed to occur adjacent to the proposed Civic Park. The potential effect of construction on the existing recreational facilities within the existing Civic Center Mall is considered to be an unavoidable and significant, short-term impact. Cumulative impacts on recreational resources are considered significant since the Project would result in a short-term significant impact on a recreational resource.

## II. PROJECT DESCRIPTION



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## II. PROJECT DESCRIPTION

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### A. INTRODUCTION

The Grand Avenue Project (“Project”) is proposed for implementation by The Los Angeles Grand Avenue Authority (“Authority”). The Authority was established through a Joint Exercise of Powers Agreement (the “Agreement”) between the Community Redevelopment Agency of the City of Los Angeles (“CRA/LA”) and the County of Los Angeles (“County”). The Authority has contracted with the Grand Avenue Committee (“GAC”) to provide certain real property negotiating and other related services. The Project’s developer, The Related Companies, L.P. and its development entity, Grand Avenue L.A., LLC (collectively “Related Companies” or “Related”), was selected through a competitive process. The Grand Avenue Implementation Plan (“Implementation Plan”), which guides the description of the Project, represents a collaborative effort among the Authority, GAC and Related.

The Project consists of the following three components in downtown Los Angeles: (1) the creation of a 16-acre Civic Park that builds and expands upon the existing Civic Center Mall that connects Los Angeles’ City Hall to Grand Avenue; (2) streetscape improvements along Grand Avenue between Fifth Street and Cesar E. Chavez Avenue to attract and accommodate more pedestrian traffic; and (3) development of five parcels, which are referred to as Parcels Q, W-2, L and M-2. The fifth parcel is referred to as Parcel W-1.

Parcels Q and W-2 are currently owned by the County, Parcels L and M-2 are currently owned by the CRA/LA, and Parcel W-1 is owned by a private third party. To facilitate the development of these Parcels, the County and the CRA/LA formed the Authority as a joint powers authority responsible for overseeing the implementation of the Project. Accordingly, the Agreement designates the Authority as the lead agency for purposes of review under the California Environmental Quality Act (CEQA) since, among other reasons, the Authority is responsible for obtaining ground leases from the County and CRA/LA for the four parcels and assigning those ground leases to Related for development of those parcels. The County and CRA/LA will act as responsible agencies under CEQA. Related is the Project applicant for the five parcels proposed for development.

Related is proposing a wide range of land uses in order to create a diversity of on-site activity that responds to the future needs and demand of the southern California economy. In order to respond to these demands, the Project consists of two development options, referred to as the “Project with County Office Building Option” and the “Project with Additional Residential Development Option.” The first option, the “Project with County Office Building



Option,” would consist of a combination of residential, retail and hotel uses as well as a County office building of up to 681,000 square feet of floor area. Under the second option, the “Project with Additional Residential Development Option,” up to 600 additional residential units would replace the development of the aforementioned County office building. For the purposes of this EIR, these two development options are collectively referred to as the “Project.” Furthermore, in order to fully respond to the future needs and demands of the southern California economy, the proposed Project includes an Equivalency Program that would allow the composition of on-site development to be modified to respond to these future needs in a manner that does not increase the Project’s impacts on the environment.

All five development parcels and the portion of Grand Avenue, between First Street on the north and mid-block between Fourth Street and Fifth Street on the south are located within CRA/LA’s Bunker Hill Redevelopment Project Area. The Bunker Hill Redevelopment Project comprises a geographic area bounded by the 110 Freeway on the west, Hill Street on the east, First Street on the north, and a varying boundary between Fourth and Fifth Street on the south. The area proposed for the Civic Park, and the sections of Grand Avenue between the Hollywood Freeway and First Street and beginning midblock between Fourth and Fifth Streets, which are part of the Project’s proposed streetscape program, are located within the Amended Central Business District (CBD) Redevelopment Project. The Bunker Hill Redevelopment Project was originally approved in 1959 to implement a program of urban renewal in a dilapidated area of the City. The Bunker Hill Redevelopment Plan, administered by the CRA/LA, has resulted in the removal of dilapidated buildings, the development of new streets and infrastructure, the construction of 11.4 million square feet of various commercial uses (i.e., office, retail, hotel and cultural uses) and 3,255 residential units. During the past 20 years, development in the Bunker Hill Redevelopment Project Area has raised funds for the construction of 21,000 affordable residential units throughout the City. The Redevelopment Project has also been responsible for cultural development including the construction of the Los Angeles Museum of Contemporary Art (MOCA), the Walt Disney Concert Hall and the Colburn School of Performing Arts. The current focus of the Redevelopment Plan is to complete the development of still-vacant parcels and to complete pedestrian links throughout the Redevelopment Area.

## **B. PROJECT GOAL AND OBJECTIVES**

Section 15124(b) of the State of California Environmental Quality Act (CEQA) Guidelines states that the Project Description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.”

The underlying purpose, or goal, of the Grand Avenue Project as well as its supporting objectives, including its prioritized basic objectives, are set out in this section as part of the Project Description.

## **GOAL**

The ultimate goal of the Grand Avenue Project is to provide an economically viable, architecturally distinguished, community- oriented, mixed-use development with welcoming public open spaces that will create, define, and celebrate the Civic and Cultural Center as a regional destination in downtown Los Angeles.

## **OBJECTIVES**

### **Priority Objectives**

- Create a vibrant, 24-hour development that activates the Civic and Cultural Center by attracting both residents and visitors, day and night, through a mix of uses that are economically viable, that complement each other, and that add to those that already exist on Bunker Hill.
- Implement redevelopment plan objectives to permit a maximum density of development commensurate with the highest standards of architecture and landscape design, in order to create a pleasant living and working environment.
- Generate at least \$50 million in funds from the earlier phases of the project itself, and at least \$45 million from Phase 1, by the lease of public land, and use these funds to improve and extend the existing Los Angeles County Mall into a Civic Park that can serve as a public gathering place for the entire region.
- Ensure that 20 percent of all residential units in the project are affordable units for low-income residents.
- Create a long-term stream of additional tax revenues for the City, the Community Redevelopment Agency and the County.

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## All Objectives

### Generate Specific Public Benefits

- Generate at least \$50 million in funds from the project itself, and at least \$45 million from Phase 1, by the lease of public land, and use these funds to improve and extend the existing Los Angeles County Mall into a Civic Park that can serve as a public gathering place for the entire region.
- Create a long-term stream of additional tax revenues for the City, the Community Redevelopment Agency and the County.
- Ensure that 20 percent of all residential units in the project are affordable units for low-income residents.
- Expand upon the recent success of projects on Grand Avenue such as the Walt Disney Concert Hall, the Cathedral of Our Lady of the Angels, the Museum of Contemporary Art, Colburn School of the Performing Arts and other projects, by developing four publicly-owned parcels of land at the top of Bunker Hill, whereby the property owners and a private developer work together to create a project of regional impact which generates significant benefits for the public.
- Create public spaces on the development sites that enhance the attractiveness of the project and that are open and accessible to the public.
- Increase economic activity in the Project area, including the provision of new permanent jobs and the creation of a significant number of construction jobs.
- Create a more welcoming environment for the community and visitors to the center of the city, increasing the number and diversity of patrons to the cultural and commercial attractions of the Bunker Hill Redevelopment Project area.
- Increase the value of the underlying, publicly owned real estate while minimizing public investment in the project.
- Continue the transformation of the Bunker Hill area into a significant high-rise urban environment in downtown Los Angeles by development of the last major undeveloped, underutilized sites in the Redevelopment Project area.

### **Activate Downtown Los Angeles**

- Create a vibrant, 24-hour development that activates the Civic and Cultural Center by attracting more people, day and night, through a mix of uses that are economically viable, that complement each other, and that add to those that already exist on Bunker Hill.
  - Develop a substantial amount of housing, inclusive of affordable housing, in order to expand the diversity of downtown living options.
  - Provide an exceptional hotel within the development to serve and enhance the multifaceted visitor related activities and destinations in the Project area.
  - Provide retail and entertainment uses in a distinctive mixed-use environment to serve and welcome residents as well as visitors from throughout the region and beyond.
  - Provide public parking at a reasonable rate that will attract the public to the Grand Avenue area as well as to the retail, entertainment, and hotel uses within the project.
  - Allow for the possibility of County office use within the later phases of the project.
  - Program and design the project to appeal to various market segments and residents of surrounding neighborhoods.
- Create a northern anchor for the downtown area to complement the southern anchor at “LA Live” to create a more diverse and vibrant downtown core.

### **Create a Civic Gathering Place**

- Improve and expand the existing Los Angeles County Mall into a Civic Park so that it can be operated to serve as an active, welcoming setting for daily activity as well as a gathering place for community celebrations, cultural and ethnic celebrations, festivals, holiday events, political gatherings and the like.
- Improve both pedestrian and visual access to the park through the elimination of barriers such as the parking garage ramps at Grand Avenue and at Hill Street.

- Provide for functional and attractive linkages through the park connecting neighborhoods, government facilities, office uses, and retail uses located in proximity to the east of the project area with Grand Avenue.

### **Enhance Pedestrian Connections**

- Provide a design that emphasizes pedestrian and public transit opportunities, and that integrates linkages between pedestrian, public transit and the public roadways.
- Encourage pedestrian movement in the vicinity of Grand Avenue, providing easy access to and from the Cathedral, the Music Center, the Civic Park, the Walt Disney Concert Hall, the Colburn School, MOCA, the new Central High School No. 9 (soon to be under construction), the proposed development project, the various courthouses, and the County and City seats of government.
- Encourage the use of public transportation to and from the downtown through the use of appropriate bus, train, and other transit system such as the existing Metro Red Line Civic Center Station, and through Red Line connections to Union Station and the region by commuter train, as well as by regional bus transit and local bus transit.
- Create an attractive pedestrian connection from the Civic Center, south to the Financial District, integrating the Civic Park and Grand Avenue into the overall downtown context.

### **Create Distinguished Architectural Design**

- Create an architecturally distinguished project which meets the level of quality of neighboring buildings such as: the Walt Disney Concert Hall, the Cathedral of Our Lady of the Angels, the Music Center, the Museum of Contemporary Art, the Colburn School for the Performing Arts, the Caltrans Building, and the future high school for the arts to be located on Fort Moore Hill.
- Build to high densities and create a critical mass of activity in order to energize the Cultural and Civic Center.

### **Facilitate Achievement of Redevelopment Goals for the Bunker Hill and the Central Business District Project Areas**

- Implement redevelopment plan objectives to permit a maximum density of development commensurate with the highest standards of architecture and landscape design, in order to create a pleasant living and working environment.

- Improve the jobs/housing balance downtown.
- Contribute to the goal of creating a world class downtown and assist in the development of downtown as a major center of the Los Angeles metropolitan region.
- Create synergies between the City, the Community Redevelopment Agency and the County to improve properties in the Redevelopment Project areas.
- Implement redevelopment plan objectives to provide that the proposed residential area of the project be developed to provide housing, among others, for workers who seek a living environment near their places of work as well as near the available cultural, educational and entertainment facilities.
- Implement redevelopment plan objectives by contributing to the creation of a plan of land use of great benefit to the people of the entire Los Angeles metropolitan area; by the provision of facilities in large demand for modern, convenient, and efficient living accommodations for downtown employees and by changing a tax liability to a tax asset for the people of the City and County by increasing the tax revenue many times.
- Implement the current Design for Development for the Bunker Hill Redevelopment Project by implementing the principle that Bunker Hill has a unique and strategic location between the Central Business District and the Civic-Cultural Center and can play a role as an essential element of the core of the Central City by accommodating a variety of land uses and the full range of activities associated with a vital urban core, including commercial offices with supporting retail, entertainment, dining, transient housing with convention and exhibition facilities, and in-town residential uses.
- Establish vibrant neighborhoods containing a variety of housing types and community facilities.
- Promote a pedestrian network within a framework that accommodates large buildings and a variety of open spaces.
- Achieve excellence in design, giving emphasis to parks, green spaces, street trees, and places designed for walking and sitting.
- Link Bunker Hill and surrounding neighborhoods and districts through a coherent pedestrian network.

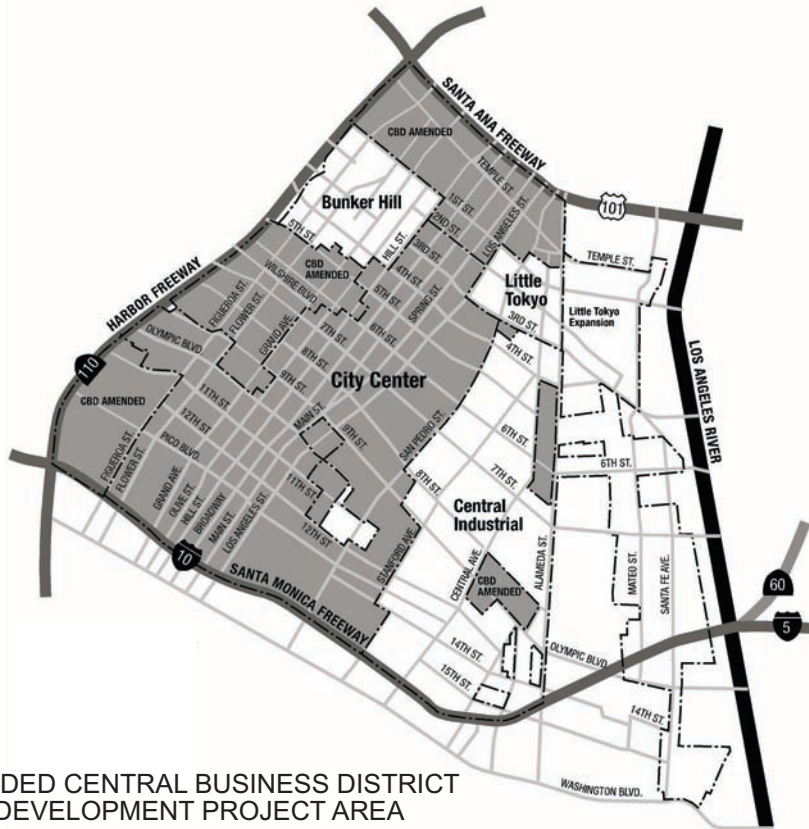
## C. PROJECT LOCATION AND SURROUNDING USES

The Grand Avenue Project is located in downtown Los Angeles and within the Bunker Hill and Amended Central Business District Redevelopment Project areas (see Figure 1 on page 101). The portion of the downtown area, in which the Grand Avenue Project is located, is generally bounded by Cesar E. Chavez Avenue on the north, Spring Street on the east, Fifth Street on the south, and the Harbor Freeway (I-110) on the west. The downtown Los Angeles area is highly urbanized with many notable buildings associated with hotels, commerce, professional services and residential uses; federal, state, and municipal offices and courts; and cultural and entertainment uses. The City's financial district is located generally along Grand Avenue, Flower Street and Figueroa Street south of the Project site. A cluster of mid- to high-rise residential developments is located west of the Project site, generally between Hope Street and the Harbor Freeway.

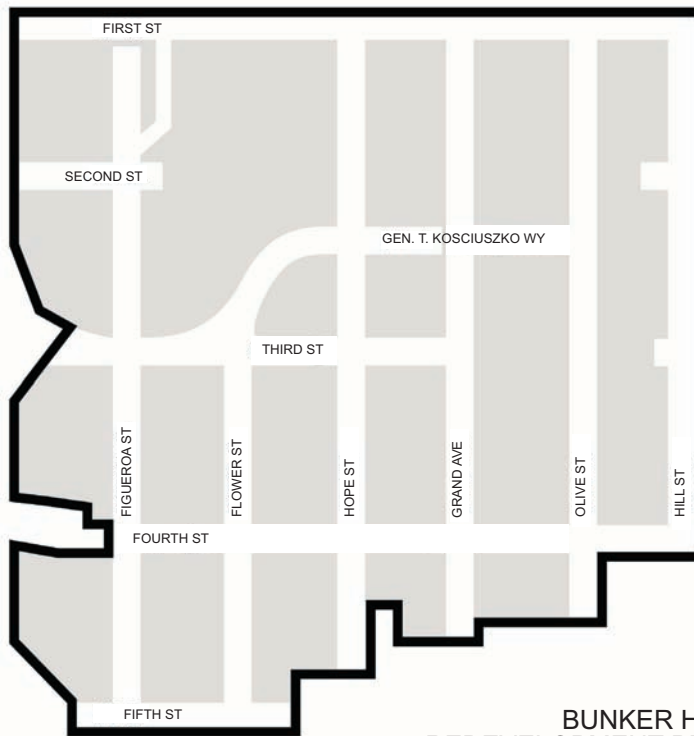
The location and boundaries of the Grand Avenue Project are shown on the regional and vicinity map presented in Figure 2 on page 102. The Project's components include the Civic Center Mall between Los Angeles' City Hall and Grand Avenue; the streetscape along Grand Avenue between Fifth Street and Cesar E. Chavez Avenue; and five Parcels located within the CRA/LA's Bunker Hill Redevelopment Project Area. An aerial photograph of the Project area and the surrounding area is shown in Figure 3 on page 103. An overview description of existing conditions within each of the Project's three components is provided below under separate subheadings.

### 1. Civic Center Mall

The existing Civic Center Mall, which would be developed as the Civic Park under the proposed Project, is an integral open space component within the existing downtown Los Angeles Civic Center area and is located within the Amended Central Business District (CBD) Redevelopment Project Area. The Civic Center Mall is an east-west oriented public open space area located between Los Angeles' City Hall on the east and Grand Avenue on the west. The proposed Civic Park site consists of the existing Civic Center Mall, which is divided by Broadway into two defined sections, and an existing surface parking lot located between Spring Street and Broadway. The 349-space surface parking lot currently serves the County Criminal Court building. The Civic Center Mall is located mid-block, bordered by public buildings to the north and south, which, themselves, front on Temple Street to the north and First Street to the south. Major governmental offices, businesses, and cultural and entertainment venues currently frame the Civic Center Mall and include the Dorothy Chandler Pavilion, Ahmanson Theater, Mark Taper Forum, and Walt Disney Concert Hall on the west; the Los Angeles County Courthouse and Law Library on the south; Los Angeles' City Hall on the east; and the County Criminal Courts Building, Hall of Records, and Kenneth Hahn Hall of Administration on the north. The Cathedral of Our Lady of the Angels is located across Temple Street



AMMENDED CENTRAL BUSINESS DISTRICT REDEVELOPMENT PROJECT AREA



BUNKER HILL REDEVELOPMENT PROJECT AREA



Source: CRA/LA

Figure 1  
Bunker Hill and Central Business District Redevelopment Project Areas



**LEGEND**



Project Site

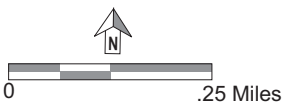
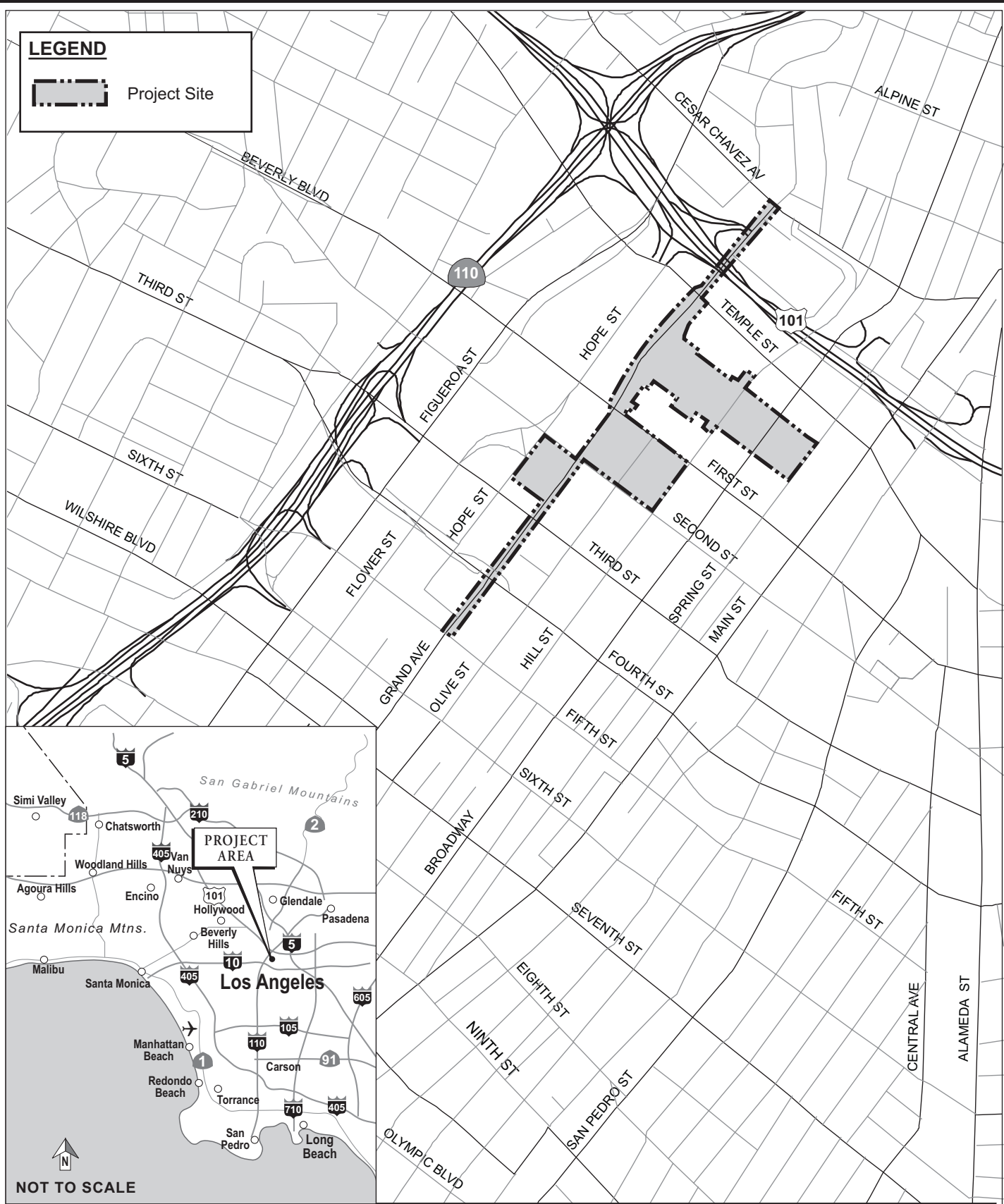



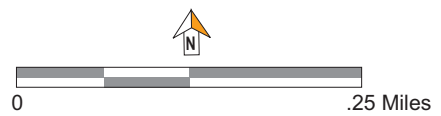
Figure 2  
Regional Vicinity Map

Source: PCR Services Corporation, 2006



**LEGEND**

 Project Site



Scale in approximate miles  
Source: Eagle Aerial, May, 2001.

Figure 3  
Aerial Photograph



to the north. Northeast of the Project site is the El Pueblo de Los Angeles State Historical Park. Union Station and the Gateway Transportation Plaza are located just east of the Historical Park and other visitor destinations in the area include Chinatown to the north of the Historical Park; and Little Tokyo and the Gilbert Lindsay Mall to the east of Los Angeles' City Hall.

## **2. Grand Avenue (Between Fifth Street and Cesar E. Chavez Avenue)**

Grand Avenue is located in downtown Los Angeles between, and running parallel to, Hope and Olive Streets. It is a north-south street that traverses the heart of Los Angeles' Financial District and, in the Project area, borders the east sides of the Walt Disney Concert Hall and the Los Angeles Music Center. In the Project area, Grand Avenue also passes the west end of the existing Civic Center Mall and, as such, provides connectivity to the Los Angeles Civic Center. Other notable structures and features along Grand Avenue include the Los Angeles Museum of Contemporary Art (MOCA), the Colburn School of Performing Arts, the Gas Company Tower, California Plaza, the Wells Fargo Center, as well as other banks and world-class hotels.

## **3. Parcels Proposed for Development**

The five parcels proposed for development are located on the east and west sides of Grand Avenue in the Bunker Hill Redevelopment Project in downtown Los Angeles. Parcels Q and W-1/W-2 comprise an approximate two-block area, bounded by First Street to the north, Hill Street to the east, Second Street to the south and Grand Avenue to the west. Olive Street, which borders Parcel Q on the east and Parcels W-1/W-2 on the west, divides Parcel Q from Parcels W-1/W-2. In this area, Second Street tunnels under Bunker Hill to Figueroa Street. Parcel Q is located directly across Grand Avenue from the Walt Disney Concert Hall and across First Street from the Los Angeles County Courthouse, which borders the Civic Center Mall, and is located diagonally across First Street from the Dorothy Chandler Pavilion. Parcels W-1/W-2 are also located directly across First Street from the Los Angeles County Courthouse. The southern entrance to the Metrorail Red Line Civic Center station is on the northeast corner of Parcel W-2.

Parcels M-2 and L are located on the west side of Grand Avenue, and are bounded by Hope Street to the west, Grand Avenue to the east, and Second Street on the north. The Walt Disney Concert Hall is located directly to the north of Parcel L; the Grand Promenade Tower Apartments, a high-rise residential use within the Bunker Hill Redevelopment Project Area, is located south of Parcels L and M-2; and MOCA is located to the east directly across Grand Avenue. Other surrounding uses include the Colburn School of Performing Arts and California Plaza to the east and the Wells Fargo Center, and the Marriott Hotel to the south and west. The Project site, including Grand Avenue between Fifth Street and Cesar E. Chavez Avenue, Civic Park, and the five parcels, is shown in Figure 4 on page 106.

With the conjoining of freeway; commuter, intercity and interstate rail; light rail; subway; and bus services; downtown Los Angeles serves as the regional transportation center for Southern California. Intersecting freeways in the downtown area include the Harbor, Hollywood, Santa Ana, Pasadena, San Bernardino, and Santa Monica Freeways. The Hollywood Freeway (US 101) is located approximately two blocks to the north of Parcels Q and W-1/W-2, and one block north of the Civic Center Mall. The Harbor/Pasadena Freeway (SR 110) is located approximately three blocks to the west of Grand Avenue. Los Angeles Union Station, located on Alameda Street approximately one-half mile northeast of the Project site, is the hub for the regional Metrolink commuter rail system, a system of rail lines providing commuter service between downtown Los Angeles and Ventura, San Bernardino, Riverside, and Orange Counties and stations in Los Angeles County. Union Station also receives rail traffic from broader areas throughout the state and nation. The Metropolitan Transit Authority's (Metro) Metrorail Red, Blue and Gold Lines also serve downtown Los Angeles. The Metro Red Line is a subway providing connection between Union Station and North Hollywood. The Metro Blue Line, which connects to the Metro Red Line at Seventh Street, is a light rail line running between Los Angeles and Long Beach. The Metro Blue Line also provides connection to the east-west Metro Green Line, a light rail line in the southern portion of the metropolitan area. The Metro Gold Line provides service from Union Station to Pasadena. Downtown Los Angeles is also served by numerous local, limited, and express bus lines, including Metro buses which provide service throughout the entire metropolitan area and connection to the Metrolink lines; buses from surrounding cities, including Santa Clarita Transit, Santa Monica Big Blue Bus, Foothill Transit, and Simi Valley Transit, which provide service between downtown Los Angeles and regional communities; and Los Angeles Department of Transportation (LADOT) buses, which include the downtown Los Angeles DASH shuttle buses and commuter express buses. The LADOT commuter express buses provide service between downtown Los Angeles and the San Fernando Valley, West Los Angeles, East Los Angeles, and the South Bay area.

## **D. EXISTING CONDITIONS**

### **1. Land Use**

#### **a. Civic Center Mall and Grand Avenue Streetscape**

The area comprising the Project site consists of the portion of the existing Civic Center Mall (to be called the Civic Park under the proposed Project), which is located between Grand Avenue and Spring Street; the streetscape along Grand Avenue between Fifth Street, on the south, and Cesar E. Chavez Avenue, on the north; and five Parcels. All of these locations are

**LEGEND**  
 ..... Project Site

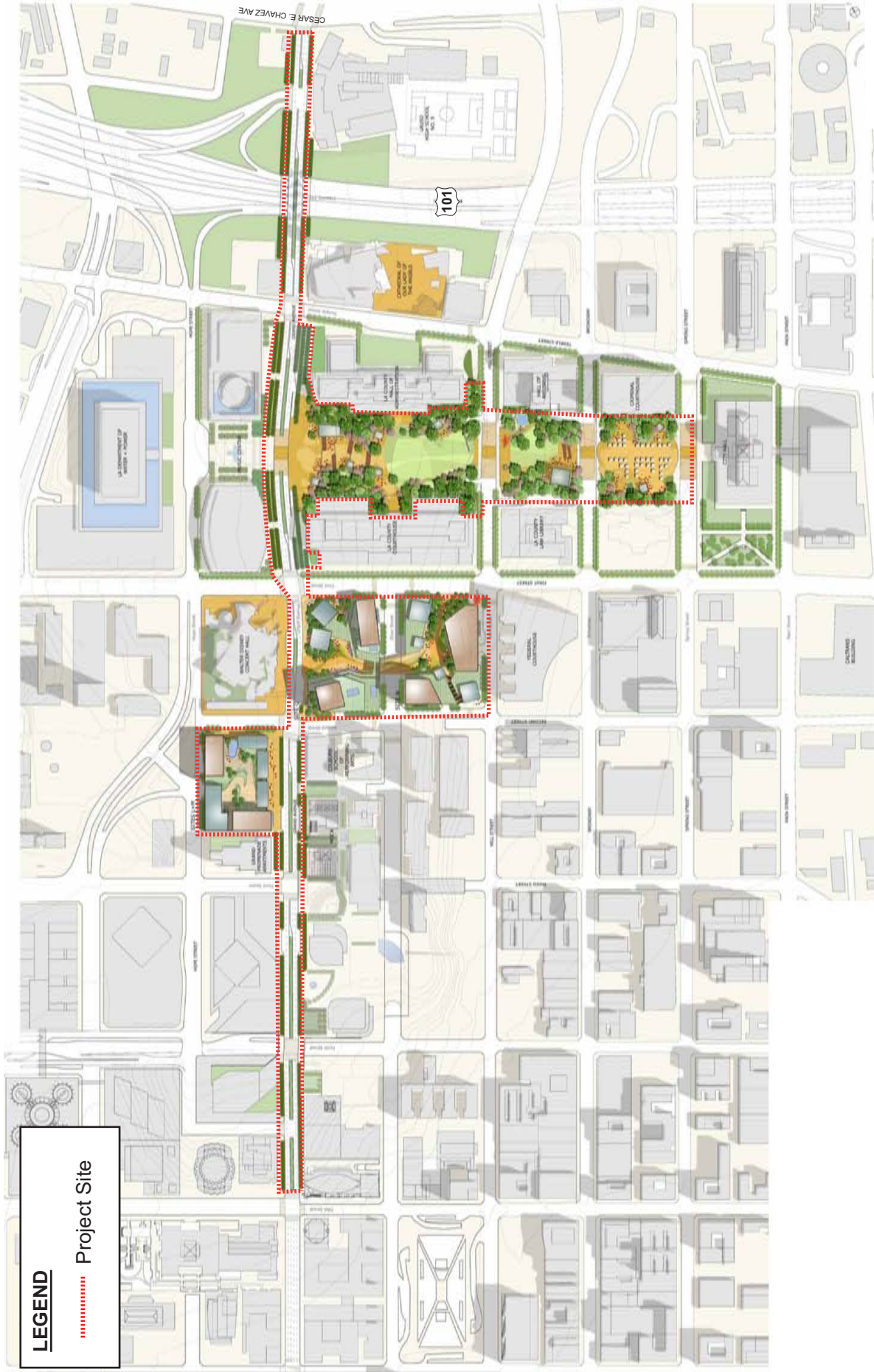


Figure 4  
 Overview of Grand Avenue Conceptual Plan



Source: Grand Avenue The Related Companies, 2005

generally underutilized in relation to their urban setting and the potential of the area. The approximately 16-acre Civic Center Mall consists of partially paved public open space with landscaping and surface parking. Hill Street and Broadway divide the Civic Center Mall into three separate sections. The westernmost section, located between Hill Street and Grand Avenue is an approximately two-block-long area constructed over a 1,274-space Civic Center subterranean parking structure. The parking structure contains large helical entrance ramps on both Grand Avenue and Hill Street. Existing landscaping and improvements in the park include paving, mature trees and shrubs, fountains, and pools. Pedestrian tunnels lead from the Civic Center Mall parking structure under Grand Avenue to elevators that link the parking garage to the Los Angeles Music Center. Automobile tunnels under Grand Avenue also link the Civic Center Mall and the Los Angeles Music Center garages. Escalators connect the Civic Center Mall garage to the surface within the existing Civic Center Mall.

The middle section of the Civic Center Mall, the Court of Flags, is located between Broadway and Hill Street. The Civic Center Red Line subway station, which runs underneath Hill Street in this area, is located on the north edge of the Court of Flags and includes an entrance plaza and escalators that provide the northern access to the below grade subway station. As with the westernmost Civic Center Mall section, a subterranean garage also underlies the Court of Flags. The subterranean structure is designed for 646 parking spaces; however, the two lower levels of the garage sustained damage in the Northridge earthquake and 325 spaces of this parking garage are currently not in use. Thus, parking capacity in the garage is limited to 321 spaces. Surface improvements consist of a combination of a paved area featuring flags, banners and mature trees.

The easternmost section of the Civic Center Mall is located between Spring Street and Broadway, directly across the street from Los Angeles' City Hall. This mall area is currently paved and used as a 349-space surface parking lot for the County Criminal Court building.

Total parking in the Civic Center Mall consists of 1,944 parking spaces (i.e., 1,595 subterranean parking spaces and 349 surface parking spaces). These parking facilities, including many spaces that are dedicated to County employees, are currently heavily used on a daily basis as demonstrated by the fact that they currently operate at 90 to 100 percent of capacity.

#### **b. Grand Avenue Streetscape (Fifth Street to Cesar E. Chavez Avenue)**

The existing Grand Avenue streetscape between Fifth Street and Cesar E. Chavez Avenue supports varying levels of daytime pedestrian activity during weekdays. The most active pedestrian presence occurs from daytime employees and visitors to the Wells Fargo Center and California Plaza, south of Third Street. North of Third Street, between Third Street and Temple

Street, Grand Avenue passes by landmark cultural venues such as the Walt Disney Concert Hall, the Dorothy Chandler Pavilion, the Mark Taper Forum, the Ahmanson Theater, MOCA, and the Colburn School of Performing Arts. The street also passes along the boundary of the Civic Center Mall, the Los Angeles County Court House, and the Kenneth Hahn Hall of Administration., These uses are located directly across from the Los Angeles Music Center. North of Temple Street, Grand Avenue passes the Cathedral of Our Lady of the Angels and, north of the Hollywood Freeway, Grand Avenue passes by the Central Los Angeles Performing Arts Senior High School, which is currently under construction. These destination venues create a unifying urban and cultural theme. Although the street frontage is notable due to the exceptional buildings and activities occurring along its edges, gaps generally occur in the continuity of pedestrian activity during the weekdays and evenings/weekends. Although evening activity is higher in the area of the Los Angeles Music Center and the Walt Disney Concert Hall, many patrons have direct access to subterranean parking structures and, therefore, do not provide a pedestrian presence during the evening hours. Evening pedestrian activity is also reduced due to the low number of evening activities, such as restaurants, available in the area. The Cathedral of Our Lady of the Angels is located at the northeast corner of Temple Street and Grand Avenue. This facility increases daytime activity in the vicinity of the cathedral, but, as with the Music Center and the Walt Disney Concert Hall, has limited nighttime pedestrian activity that spills into the surrounding neighborhood. A limited amount of on-street parking spaces are available along Grand Avenue; however, much of it is used for taxi and loading uses. A low concrete wall along the Grand Avenue entrance to the underground parking structure below Civic Center Mall and the drop-off in elevation through the Civic Center Mall reduces its visibility from the Grand Avenue street and sidewalks.

South of First Street, sidewalks fronting the Walt Disney Concert Hall were upgraded during the construction of the Walt Disney Concert Hall and include a broad concrete plaza at the entrance to the Walt Disney Concert Hall at the corner of Grand Avenue and First Street. These improvements, as well as the realignment and reconfiguration of Grand Avenue itself, represented the first step for this section of the Grand Avenue streetscape. On the east side of Grand Avenue, the topography drops sharply to the east, so that the ground surface of Parcel Q is located below the level of the Grand Avenue sidewalk. Shrubbery has been planted to partially conceal the existing parking structure on Parcel Q. The remainder of Grand Avenue, between First Street and Fourth Street, due to the elevation of the street in relation to adjacent ground levels, bridges over Second Street; General Thaddeus Kosciuszko (GTK) Way and Third Street. This allows a long stretch of uninterrupted sidewalk along Grand Avenue itself and, thus, reduces conflict between pedestrians and vehicles. Lower Grand Avenue is a separate street that runs parallel to this section of Grand Avenue and is located approximately 35 feet below the elevation of this section of Grand Avenue. Lower Grand Avenue is a public access street, which is used primarily to access adjacent parking facilities and loading areas. Light wells to provide light to the lower street are located in the median of upper Grand Avenue, between Third and

Fourth Streets. Entrance to Lower Grand Avenue, a street running below and parallel to Grand Avenue, is provided at GTK Way and at Fourth Street.

Pedestrian amenities decrease north of Temple Street. The existing streetscape north of Temple Street consists of a newly planted double row of trees along the west frontage of the Cathedral of Our Lady of the Angels on the east side of Grand Avenue, extending between Temple Street and the Grand Avenue overpass over the Hollywood Freeway. The Music Center Annex is located at the west side of Grand Avenue directly across from the Cathedral of Our Lady of the Angels, between Temple Street and the freeway overcrossing. Streetscape along this portion of Grand Avenue's west sidewalk is sparse, containing no substantive landscaping or other amenities. The freeway overcrossing contains pedestrian lights and some vegetation is visible from the freeway shoulders below the bridge. The future Central Los Angeles Senior High School of Performing Arts is under construction in the large site extending from the freeway bridge to Cesar E. Chavez Avenue on the east side of Grand Avenue. Upon completion in 2008, the school will be primarily oriented toward Grand Avenue, within a relatively short setback to create a pedestrian-scale interface with the public street. North of the bridge, across from the future school site, on and off-ramps associated with the Santa Ana/Hollywood/Santa Ana freeway system take up a large part of the Grand Avenue frontage, with the exception of the fast food restaurant located at the southwest corner of Cesar E. Chavez and Grand Avenues.

Although sidewalks in this area are generally broad, the streetscape is minimal and direct connections to land uses that front Grand Avenue are unavailable in some areas. For instance, Parcels Q and L and M-2 are located substantially below the level of the street, and have no direct pedestrian connection to Grand Avenue. South of the Parcels Q and L and M-2, however, the California Plaza and the Wells Fargo Center have developed street-level plazas, with retail uses and restaurants on a variety of plaza levels, which are accessed directly from the Grand Avenue sidewalks. In this area, broad sidewalks, pedestrian plazas, and commercial activity create an active streetscape of high pedestrian activity. However, since this area is primarily commercial, evening activity is limited and several of the restaurants and shops are not open during that time.

Between Fourth and Fifth Streets, daytime pedestrian activity is high, due to the high daytime work force and visitors to the area, and the connection between the California Center, Wells Fargo Plaza, adjacent hotels, and the downtown Financial Center, which begins near Fifth Street and extends several blocks to the south. The quality of the streetscape is enhanced by high quality adjoining uses in this area; however, the streetscape and landscape in the public right-of-way has little coordinating theme or notable design.

A limited amount of on-street parking, used primarily for taxi and loading purposes, is available along Grand Avenue, although a few public spaces are also available.



**c. Parcels Proposed for Development**

All five Parcels proposed for development are currently utilized as vehicle parking lots. Parcel Q contains an existing steel, 1,062-space parking structure, including 913 juror parking spaces (700 usable) and 149 County Courthouse visitor parking spaces). Parcels W-1/W-2 are used as an asphalt surface parking lot surrounded by a chain link fence. Parcels L and M-2 also contain asphalt surface parking lots, surrounded by chain link fencing. Five Star Parking manages the parking lots on Parcels Q, W-2 and L, and Prestige Parking manages the parking lot on Parcel M-2. The total acreage of the five development parcels is approximately as follows:

	<u>Gross Acres</u>	<u>Net Acres<sup>a</sup></u>
Parcel Q:	3.68 acres	2.98 acres
Parcels W-1/W-2:	3.92 acres	3.28 acres
Parcels L and M-2:	2.71 acres	2.24 acres
Total:	10.31 acres	8.50 acres

<sup>a</sup> Excludes easements and street and sidewalk rights-of-way.

**2. Zoning and Land Use Designations**

**a. Civic Center Mall**

The existing Civic Center Mall is owned by the County of Los Angeles and, as such, is not subject to the regulations of the City of Los Angeles Municipal Code or Community Plan land use designation. The Civic Center Mall is located within the Amended CBD Redevelopment Project Area, which also includes the Civic Center, the Financial District, and the Los Angeles Convention Center. The Amended CBD Redevelopment Plan is intended as a guide for the revitalization of the downtown area and to encourage the development of live/work and residential communities.

**b. Parcels Q,W-1/W-2, L, and M-2**

All five Parcels to be developed (Parcels Q, W-1/W-2, L, and M-2) are also located in the Central City Community Plan area. Parcels L and M-2 are currently zoned R5-4D and Parcels Q and W-1/W-2 are currently zoned R5-4D and C2-4D. These parcels are designated Regional Center Commercial, which corresponds to their existing R5-4D and C2-4D zoning. Parcels Q, W-1/W-2, L, and M-2 are located in the Bunker Hill Redevelopment Area. Due to the proximity of this area to the Los Angeles Civic Center and Los Angeles’ business center, one of the purposes of the Bunker Hill Redevelopment Project is to introduce high-density housing in the existing Bunker Hill neighborhood and to add an active pedestrian and residential element to Downtown Los Angeles. In addition, these parcels are eligible for a residential density bonus.

Under the density bonus provision, a housing development containing the requisite number of affordable dwelling units is granted a density bonus of 35 percent, as a matter of right. Determination for eligibility is based on the location of a residential use within 1,500 feet of a major bus or mass transit route, or within 1,500 feet of the boundaries of a regional center.<sup>3</sup> Since these parcels are currently developed with parking lots, they are underutilized in the context of their current zoning and land use designations. The designated land use and zoning for the five development parcels are shown in Figures 5 and 6 on pages 112 and 113, respectively.

## **E. DESCRIPTION OF THE PROPOSED PROJECT**

### **1. Proposed Project**

The Project as currently foreseen would be developed in a series of phases. Initially, the Project would involve the development of Parcel Q concurrently with the development of the Civic Park. Improvements to Grand Avenue, from Second Street to Temple Street, would also be implemented concurrently with the development of Parcel Q. Parcels W-1/W-2, L, and M-2 would be developed at a later period, along with the completion of the proposed Grand Avenue streetscape program, from Fifth Street to Second Street and from Temple Street to Cesar E. Chavez Avenue. Related is proposing a wide range of land uses in order to create a diversity of on-site activity that responds to the future needs and demands of the southern California economy. The Project consists of two development options, referred to as the “Project with County Office Building Option” and the “Project with Additional Residential Development Option.” Hereafter, references to the proposed “Project” is used when referring to things that apply to both Options.

Under the Project with County Office Building Option, total development proposed for the five Parcels consists of up to 2,060 residential units, 20 percent of which (up to 412 units) would be provided as affordable housing; up to 275 hotel rooms, including 15,000 square feet of hotel meeting rooms; up to 449,000 square feet of retail space; up to 681,000 square feet (gross) of County office space; and up to 5,035 parking spaces. Maximum floor area would be 3,600,000 square feet (gross). Development under the Project with County Office Building Option would also be subject to the application of the Equivalency Program. Under the Project with Additional Residential Development Option, the 681,000-square-foot County office building proposed for Parcels W-1/W-2 would be replaced by up to 600 additional residential units, 20 percent of which (up to 120 units) would be provided as affordable housing. All other components of the proposed Project would be unchanged under the Project with Additional Residential Development Option. Thus, the land use development proposed under the

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<sup>3</sup> LAMC, *Planning and Zoning Code Section 12.22A (25)*

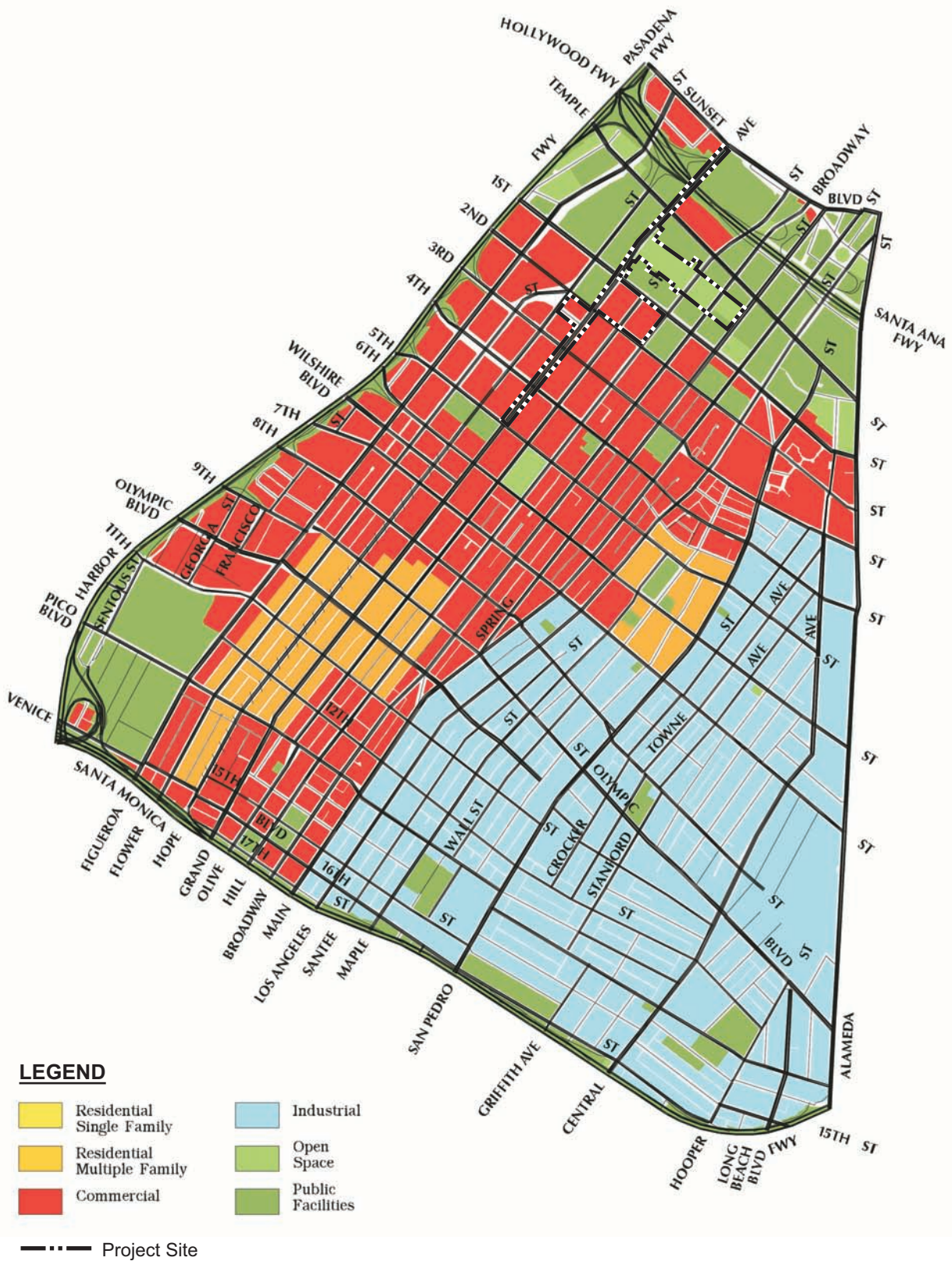












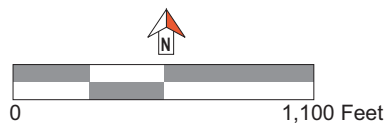
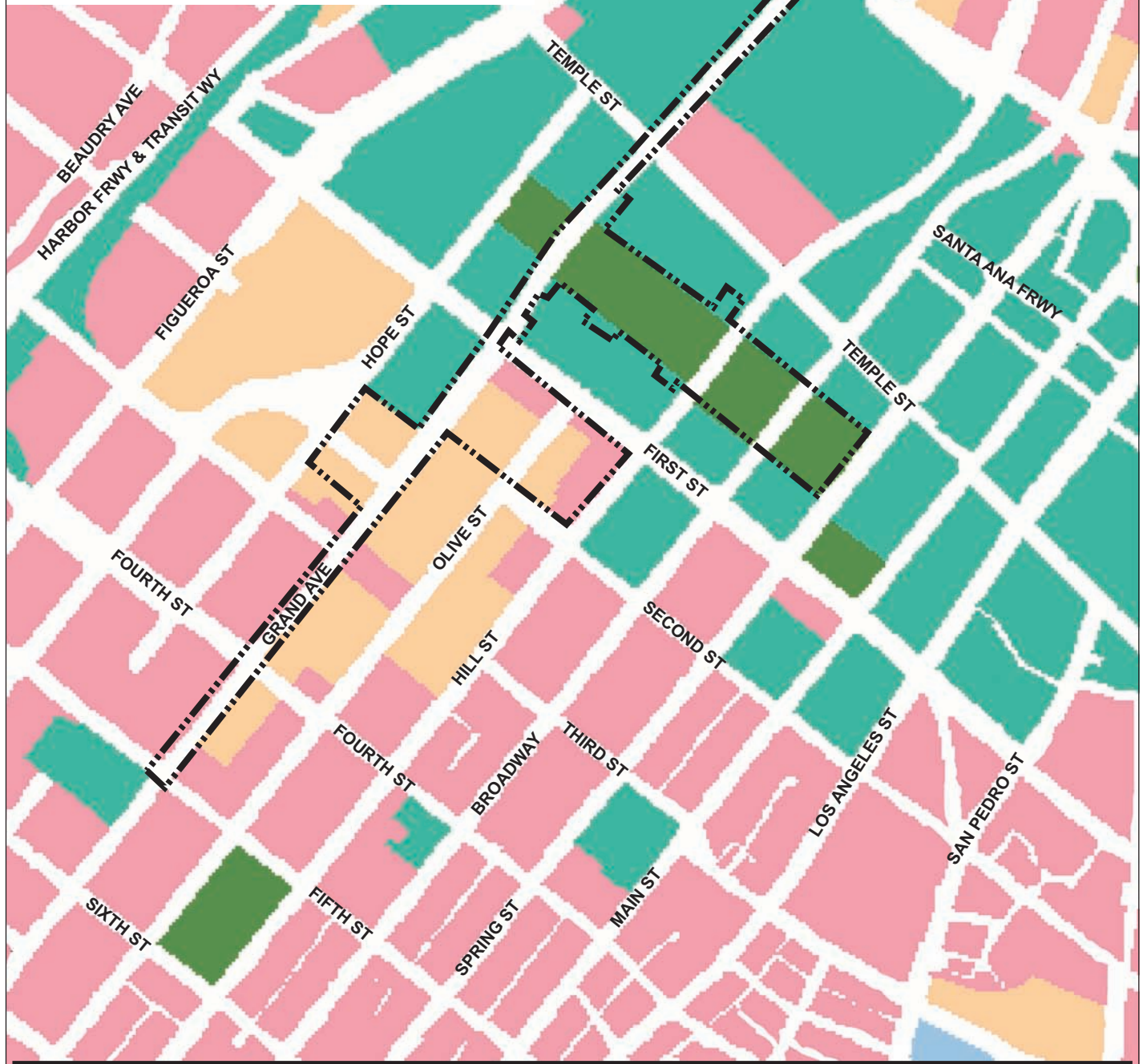
Figure 5  
Central City Community Land Use  
Plan Designations

Source: City of Los Angeles, 2006



**LEGEND**

- |   |  |
|---|--|
|  OS  |  CM, MR, CCS,<br>M1, M2, M3, SL |
|  A, RA   |  P, PB                          |
|  RE, RS, R1, RU, RZ, RW1                       |  PF                             |
|  R2, RD, RMP, RW2,<br>R3,R4,R5                 |  HILLSIDE                       |
|  ADP, C1, C1.5, C2, C4,<br>C5,CR, CW,LASED, WC |  Project Site                   |



Source: City of Los Angeles, 2006

Figure 6  
Zoning Map

Additional Residential Development Option consists of up to 2,660 residential units, 20 percent of which (up to 532 units) would be provided as affordable housing, up to 275 hotel rooms, 15,000 square feet of hotel meeting rooms, up to 449,000 square feet of retail uses, and 5,255 parking spaces. No office development would occur under the Additional Residential Development Option. Development under the Project with Additional Residential Development Option would also be subject to the Equivalency Program. The proposed development program for the Project is summarized in Table 1 on page 115.

An overview of the Project's current Conceptual Plan is provided in Figure 3 on page 103. An overview of the Project's proposed land uses for each Parcel is presented in Table 1 on page 115. A description of each of the Project's main components is described below under separate subheadings.

#### **a. Civic Park**

The proposed Civic Park would revitalize, expand upon and activate the existing Civic Center Mall through a new design that would be functional and accessible to the public. One of the underlying design purposes for the Civic Park is to facilitate a program of ongoing and special civic events and activities. The current conceptual plan for the Civic Park maintains the existing organization of space as three major areas: Grand Avenue to Hill Street; Hill Street to Broadway; and Broadway to Spring Street. Under the Conceptual Plan, the proposed Civic Park would be designed with the intent that specified areas would accommodate particular programmed uses, but would also work in unison for larger events. Under the Conceptual Plan, the westernmost, approximately 8-acre section is proposed to be utilized for cultural and entertainment uses. The middle, approximately 4-acre section, is proposed to be used as a garden space for smaller scale uses and the easternmost, approximately 4-acre section, is proposed to be used for civic and community activities. Surface parking on the easternmost area of the park would be removed and parking would be re-established on the lower levels of the parking structure below the Court of Flags. The programmed uses for the Civic Park are summarized in Table 2 on page 116.

#### **b. Grand Avenue Streetscape Program**

The intent of the Grand Avenue Streetscape Program is to redefine the street as a great Los Angeles street and to alter the way that Grand Avenue is perceived. Streetscape improvements would be implemented between Temple Street and First Street concurrent with the proposed Civic Park improvements. Streetscape improvements under the Grand Avenue Streetscape Program would extend from Fifth Street to Cesar E. Chavez Avenue.

Table 1

## Proposed Project Land Use Summary

Project Component	Scope of Development	
	Project with County Office Building Option:	Project with Additional Residential Development Option:
<b>Civic Park</b>	Renovation and expansion to 16 acres	
<b>Grand Avenue Streetscape</b>	Improvements between Fifth Street and Cesar E. Chavez Avenue	
<b>Development Parcels</b>		
Residences		
Parcel Q	500 units	500 units
Parcels W-1/W-2	710 units	1,310 units
Parcels L and M-2	850 units	850 units
Total Residences	2,060 units	2,660 units
Residential Floor Area		
Parcel Q	632,937 sq. ft.	632,937 sq. ft.
Parcels W-1/W-2	692,733 sq. ft.	1,278,333 sq. ft.
Parcels L and M-2	829,330 sq. ft.	829,330 sq. ft.
Total Residential Floor Area	2,155,000 sq. ft.	2,836,000 sq. ft.
Affordable Units		
Parcel Q	100 units	100 units
Parcels W-1/W-2	142 units	262 units
Parcels L and M-2	170 units	170 units
Total Affordable Units	412 units	532 units
Retail Floor Area		
Parcel Q	284,000 sq. ft.	284,000 sq. ft.
Parcels W-1/W-2	64,000 sq. ft.	64,000 sq. ft.
Parcels L and M-2	101,000 sq. ft.	101,000 sq. ft.
Total Retail Floor Area	449,000 sq. ft.	449,000 sq. ft.
Hotel Rooms:		
Parcel Q	275 rooms	275 rooms
Hotel Floor Area	315,000 sq. ft. <sup>a</sup>	315,000 sq. ft. <sup>a</sup>
Office Floor Area		
Parcel W-2	681,000 sq. ft.	0
Total Commercial Floor Area	1,445,000 sq. ft.	764,000 sq. ft.
Total Floor Area	3,600,000 sq. ft.	3,600,000 sq. ft.
Parking		
Parcel Q	1,510 spaces	1,510 spaces
Parcels W-1/W-2	1,955 spaces	2,175 spaces
Parcels L and M-2	1,570 spaces	1,570 spaces
Total Parking Spaces	5,035 spaces	5,255 spaces

<sup>a</sup> Hotel floor area includes 15,000 sq. ft. of meeting space.

Source: The Related Companies, L.P., 2006.

Table 2

## Civic Park Conceptual Plan Programmed Uses

Programmed Use	Approximate Area	Civic Park Locations
Daily/Permanent events and activities, including passive park use.	16 acres	Integrated throughout the Civic Park
Park-wide events and activities	16 Acres	Infrastructure in all zones would provide for large-scale events over the entire Civic Park
Cultural and entertainment	8 Acres	Concentrated between Grand Avenue and Hill Street
Garden	4 Acres	Concentrated between Hill Street and Broadway
Civic and Community	4 Acres	Concentrated between Broadway and Spring Street

Source: *The Related Companies, April 2005.*

### c. Parcels Proposed for Development

#### (1) Proposed Land Uses

##### (a) Parcel Q

Parcel Q would be developed into a mixed-use project that would comprise up to 1.1.14 million square feet of retail, hotel/residential building, and residential uses, and include approximately 1,510 parking spaces. Parcel Q would contain up to 500 residential units, 20 percent of which (up to 100 units) would be affordable. Neighborhood and regional retail uses, including restaurants, health club and events facility would comprise approximately 284,000 sq. ft. All buildings for this first phase of development would be designed by a renowned architect. The proposed hotel/residential building would contain up to 275 rooms and 15,000 square feet of meeting space.

##### (b) Parcels W-1 and W-2

Under the County Office Building Option, Parcels W-1 and W-2 would be developed with a County office building containing 681,000 square feet of floor area. The Parcels would also be developed with 64,000 square feet of retail floor area; and up to 710 residential units, 20 percent (142 units) of which would be provided as affordable housing. This option includes a 1,955-space subterranean parking structure. Under the Additional Residential Development Option, that would be constructed in lieu of the County Office Building Option, Parcel W-2 would be developed with up to 600 additional residential units, 20 percent of which (up to 120 units) would be provided as affordable housing. Under this Additional Residential Development

Option, up to 1,310 residential units would be developed, of which 20 percent (up to 262 units) would be affordable. Up to 2,175 parking spaces would be provided under the Project with Additional Residential Development Option. Under the Additional Residential Development Option, the residential building that would replace the County office building is assumed to have approximately the same floor area, height, and mass as the office building. Parcel W-2 is currently owned by the County, as is Parcel Q. Parcels L and M-2 are owned by the CRA/LA. However, Parcel W-1 is owned by a private entity and would be acquired separately by Related. The proposed development program for Parcels W-1/W-2 and the Project at total buildout is summarized in Table 1 on page 115.

### **(c) Parcels L and M-2**

Parcels L and M-2 are proposed to be developed with up to 101,000 square feet of retail floor area and up to 850 residential units, of which 20 percent (up to 170 units) would be available as affordable housing. These proposed uses would be supported by a total of 1,570 parking spaces. The proposed development program for Parcels L and M-2 and the total Project buildout is summarized in Table 1 on page 115.

## **(2) Proposed Development Standards**

### **(a) Building Height**

Future development, proposed as part of the Project, would occur within specified building height standards established for the Project. Building height standards would be organized according to individual blocks. Building height standards are expressed in terms of height zones that would allow building heights on portions of each development block to reach a higher height. Building heights would be based on the heights above mean sea level, so as to establish a fixed reference point for measuring building heights. The following is a summary of the height overlays for each of the Project's three development blocks. Please note that not all height zones occur on each development block.

#### **(i) Parcel Q**

- Building heights of 1,135 feet above mean sea level (approximately 750 feet above Grand Avenue) would be allowed on 10 percent of the site (approximately 19,500 square feet);
- Building heights of 835 feet above mean sea level (approximately 450 feet above Grand Avenue) would be allowed on 20 percent of the site (approximately 29,000 square feet);



- Building heights of 535 feet above mean sea level (approximately 150 feet above Grand Avenue) would be allowed on 60 percent of the site (approximately 87,000 square feet); and
- Building heights of 460 feet above mean sea level (approximately 75 feet above Grand Avenue) would be allowed on 80 percent of the site (approximately 116,000 square feet).

**(ii) Parcels W-1/W-2**

- Building heights of 950 feet above mean sea level (approximately 640 feet above Hill Street) would be allowed on 15 percent of the site (approximately 16,800 square feet);
- Building heights of 800 feet above mean sea level (approximately 490 feet above Hill Street) would be allowed on 60 percent of the site (approximately 67,200 square feet); and
- Building heights of 500 feet above mean sea level (approximately 190 feet above Hill Street) would be allowed on 80 percent of the site (approximately 89,600 square feet).

**(iii) Parcels L and M-2**

- Building heights of 985 feet above mean sea level (approximately 600 feet above Grand Avenue) would be allowed on 30 percent of the site (approximately 27,000 square feet);
- Building heights of 685 feet above mean sea level (approximately 300 feet above Grand Avenue) would be allowed on 40 percent of the site (approximately 36,000 square feet); and
- Building heights of 460 feet above mean sea level (approximately 75 feet above Grand Avenue) would be allowed on 100 percent of the site (approximately 90,000 square feet).

**(b) Building Setbacks**

Development of the five parcels would consist of unified mixed commercial/residential uses within the Project site's existing R5 and C2 zones. The Project is located in the Central City Community Plan area, in which no setback requirements apply to the C2 zone or to mixed residential/commercial uses in which the residential use faces the street, the first floor of the

mixed-use is used for commercial uses, or for access to the residential use.<sup>4</sup> For buildings used only for residential purposes, the setback provisions of the R5 zone would apply.<sup>5</sup> Under the R5 zone, the residential buildings would have a front yard setback of not less than 15 feet, which is reduced to 10 feet on key lots.<sup>6</sup> Mid- and high-rise residential buildings shall have a side yard setback not to exceed 16 feet<sup>7</sup> and a rear yard setback not to exceed 20 feet.<sup>8</sup>

**(c) Parking**

This Project with County Office Building Option proposes a total of up to 5,035 parking spaces to serve both the residential and commercial components of the Project. All proposed parking would be provided in podium and subterranean parking structures. The parking would be approximately distributed among the Parcels as follows:

<u>Parcel</u>	<u>Residential Parking Supply</u>	<u>Commercial Parking Supply</u>	<u>Total Parking Supply</u>
Parcel Q	755	745	1,500
Parcels W-1/W-2	1,070	785	1,955
Parcel L and M-2	1,280	290	1,570
<b>Total:</b>	<b>3,105</b>	<b>1,930</b>	<b>5,035</b>

This Project with Additional Development Option proposes a total of up to approximately 5,255 on-site parking spaces to serve both residential and commercial components of the Project. All proposed parking would be provided in podium and subterranean parking structures and would be approximately distributed among the parcels as follows:

<u>Parcel</u>	<u>Residential Parking Supply</u>	<u>Commercial Parking Supply</u>	<u>Total Parking Supply</u>
Parcel Q	755	755	1,510
Parcels W-1/W-2:	1,971	204	2,175
<u>Parcels L and M-</u>	<u>1,280</u>	<u>290</u>	<u>1,570</u>
<u>2</u>			
Total:	4,006	1,249	5,255

<sup>4</sup> LAMC, Planning and Zoning Code Section 12.22.A. 18(C)(3).

<sup>5</sup> LAMC, Planning and Zoning Code Section 12.14.C.2

<sup>6</sup> LAMC, Planning and Zoning Code Section 12.10.C.1.

<sup>7</sup> LAMC, Planning and Zoning Code Section 12.11.C.2

<sup>8</sup> LAMC, Planning and Zoning Code Section 12.11.C.3

## **2. Equivalency Program**

An Equivalency Program to provide flexibility for modifications to land uses and square footages within the five Parcels would be incorporated into the Project's approvals in order to respond to the future needs and demands of the southern California economy and changes in Project requirements. The Equivalency Program defines a framework within which land uses can be exchanged for certain other permitted land uses so long as the limitations of the Equivalency Program are satisfied and no additional environmental impacts occur. All permitted Project land use increases can be exchanged for corresponding decreases of other land uses under the proposed Equivalency Program. Under the Equivalency Program, no further CEQA approvals for any proposals that are consistent with the EIR would be required. For proposals that are consistent with the EIR, further approvals would be implemented through Los Angeles Planning Department ministerial procedures.

## **F. CONCEPTUAL PLAN**

A Conceptual Plan for the Project has been formulated to represent a potential development scenario that depicts the basic intent of the Project. Since the configuration and exact location of uses have not been determined. The Conceptual Plan does not represent the only development scenario that would be possible. Notwithstanding, set parameters for the Project's three components include: (1) programmed uses for the Civic Park; (2) the geographic extent of future streetscape improvements along Grand Avenue; and (3) the total amount of residential, retail, and total uses, as well as building heights for the five development parcels. Provided below, under separate subheadings, are descriptions of the Project's three components, as set forth in the Project's current Conceptual Plan.

### **1. Civic Park Conceptual Plan**

The current Conceptual Plan for Civic Park, as shown in Figure 7 on page 121, is the result of extensive community input, an initial park programming study, and preliminary assessments of the existing physical characteristics of the existing Civic Center Mall. The current Conceptual Plan for the Civic Park includes a Great Lawn and a Grand Terrace in the westernmost section, in which the focus would be on cultural and entertainment uses. As the "Cultural and Entertainment" section, this area would include public activity kiosks, movable seating and tables, and food and drink concessions. With the implementation of the Conceptual Plan, most of the existing trees and shrubs may be removed or relocated for the construction of a new lawn, garden, and plaza spaces. Mature trees, however, would be preserved or relocated to the extent possible. New restrooms, as well as other pavilions, would also be constructed. The proposed design also provides for new stepped terraces from the Grand Avenue plaza down to the current level of the garage escalators. New enclosures for the existing escalators, which

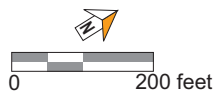
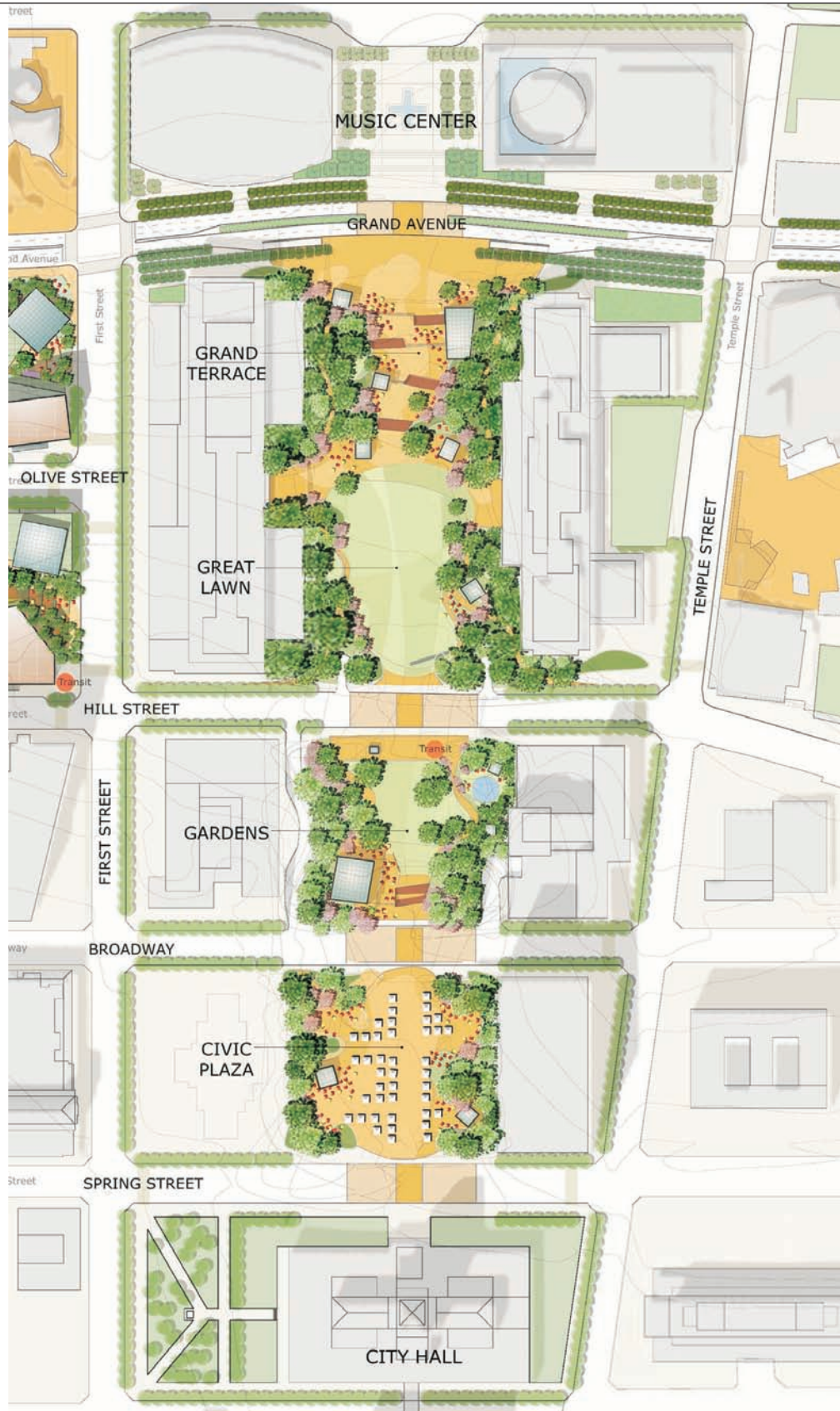


Figure 7  
 Conceptual Plan for Civic Park

Source: Grand Avenue The Related Companies, 2005

connect to the park from the garage below, would be constructed and the escalators would be kept in operation as continuously as possible during construction. The existing fountain under the Conceptual Plan would be relocated to the eastern section of the portion of the Civic Park that is located between Hill Street and Broadway. As previously stated, the parking structure below this area would be retained and would remain open, to the extent feasible, during the construction of the new Civic Park, as well as during minor garage remodeling.

According to the Conceptual Plan, the upper sections of the existing helical ramps at both Grand Avenue and Hill Street would be reconfigured to enable the creation of new pedestrian plazas. The new street entrance ramps would be connected to the existing helical ramps, one level down. With the use of the existing structures, most of the helical ramp system would be preserved. Some structural improvements to the garage may be required to support the landscaping and park infrastructure to be constructed at the surface. The layout of the new ramps from Grand Avenue would require the closure of the existing pedestrian tunnels below Grand Avenue. These tunnels would be replaced by new stairs and elevators, which would extend from this section of the Civic Park to the new Grand Avenue Plaza. The pedestrian crossing at this location would be enhanced and pedestrians would continue to cross Grand Avenue at grade. The Conceptual Plan for this section of the Civic Park would work with existing contours to maintain principal access and connections to the existing County buildings that currently flank this section of the future Civic Park.

Proposed as part of the Project, the existing Court of Flags, located between Broadway and Hill Street, would be renovated into a new garden-oriented space. The primary purpose of this area of the Civic Park is the cultivation of gardens for public enjoyment. The preliminary conceptual plan for this area would maintain the Metro Red Line plaza and entrances, currently located on the west end of the Court of Flags, in their existing locations. It is possible, however, that minor changes to the transit plaza would be implemented without disruption to operations. Implementation of the Conceptual Plan for this section of the Civic Park would require the demolition of most existing surface features, with the intent of causing minimal impact to the garage structure below. The subterranean parking garage would be repaired and remain in place, and a new multi-use pavilion may be developed. The stairs to Broadway would be rebuilt, and various elements of the existing mall, including flagpoles and plaques would be relocated. Existing vehicular access to the garage would be maintained, as would elevator access.

The easternmost section of the Civic Park would be used for civic and community activities. The Conceptual Plan for the development of this section would require the removal and relocation of the existing surface parking lot. The area now occupied by the parking lot would feature a large paved plaza with landscaping at its north and south sides. The Conceptual Plan for this section of the Civic Park also incorporates small, multi-use pavilions into the proposed facilities. The intent of this section of the Civic Park is to provide a setting for festivals

and civic event programming, along with small pavilions that could host food and drink concessions.

The intent of the Civic Park is to revitalize activity with improved public facilities and enhanced security. In accordance with the security goals of the Conceptual Plan, pedestrian crossings would be improved to improve linkages between all areas of the Civic Park and to encourage pedestrian activity. Under the Conceptual Plan, new broader pedestrian access crossings at street level would be established to enhance the aesthetics and vitality of the area. The ramps leading to subterranean garages would be reconfigured in order to enhance pedestrian and visual access. The major components of the Conceptual Plan for the Civic Park are illustrated in Figure 7 on page 121.

Under the Civic Park's conceptual design, no new parking would be added to the current total of 1,958 parking spaces, which presently consist of 1,609 operational subterranean spaces and 349 surface spaces. As previously stated, under the Conceptual Plan, the Civic Park's proposed design would involve the repair of earthquake damage to the lower levels of the Court of Flags subterranean parking structure, so that an additional 325 spaces would be restored to that facility. Following repair of the Court of Flags structure, the 349 parking spaces located in the Criminal Court surface parking lot would be relocated to the Court of Flags structure. As such, the existing surface parking lot would be incorporated into the proposed Civic Plaza. Although most of the parking from the surface parking lot would be relocated to the Court of Flags subterranean structure, the relocation would result in a net decrease of 24 parking spaces.

Under the Conceptual Plan, coordination of construction activities would be required to maintain the continual operation of the existing Civic Center Mall parking structures. Initial construction of the Civic Park would include repairs to earthquake damage to the Court of Flags subterranean parking structure, so that existing parking in the Criminal Courts surface lot could be relocated into the subterranean garage and construction of surface improvements to turn the Criminal Courts parking lot into useable park space could begin. The need to keep critical components of the existing mall open may result in a phased construction of the Civic Park.

## **2. Grand Avenue Streetscape Plan**

Potential improvements to the Grand Avenue streetscape and ambience have been developed in the Conceptual Plan Streetscape improvements, as shown in Figure 8 on page 124. Streetscape improvements are anticipated to include widened, shaded sidewalks where feasible; landscaping; and streetscape activities, as well as a range of street furnishings. Suggested improvements include the following:



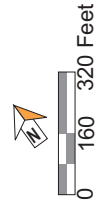
## The Plan Proposes the Following Improvements:

The goal of the Grand Avenue street improvements will be to create an urban thoroughfare through a key area of downtown Los Angeles. These improvements are intended to foster an active pedestrian environment without compromise to the functional requirements of vehicular circulation.

Toward this end, sidewalks will be widened wherever feasible from Fifth Street north to Cesar Chavez Avenue, and planting beds will be maximized in order to promote the growth of healthy and mature street trees. The existing mid-street openings along Grand Avenue will be examined with the intent of either replacing these spaces with planted medians, or providing additional roadway to compensate for widened sidewalks. Such improvements are not intended to decrease existing vehicular capacity, and existing on-street parking will be maintained wherever feasible.

A varied landscape will be implemented. The landscape will be comprised of trees providing extensive shade and seasonal color for the street, as well as flower beds and other plantings.

Contemporary benches and lights will be introduced. These furnishings will provide and consistent and modern identity for the street, and will elevate the quality of the street environment.



Scale in approximate feet

Source: Grand Avenue The Related Companies, 2005

Figure 8  
**Conceptual Plan for  
 Grand Avenue Streetscape Program**



- Installation of landscaping and landscape irrigation systems for new street trees, landscaping and potted plants, and plants and shrubs;
- Paving systems for sidewalks and adjoining plazas, streets, and curbs;
- Banners, graphics, signage, and way-finding systems, as needed;
- Special improvements, including public art, water features, pavilions for private and public use, and kiosks;
- Street, pedestrian, and landscape lighting;
- Benches, chairs, and other seating systems;
- Parking meters (if applicable); and
- Trash receptacles.

Wider sidewalks along the segment of Grand Avenue proposed for improvement, where feasible, are intended to facilitate and improve pedestrian movement and create a positive environment for sidewalk cafes, special events, and building entrances. To further enhance the pedestrian experience, street furnishings would be consistent with the modern identity of Grand Avenue with the explicit intent of improving the street environment.

### **3. Parcels Proposed for Development**

#### **a. Parcel Q**

The current Conceptual Parcel Development Plan, as shown in Figure 9 on page 126, envisions development on all five Parcels. Under the Parcel Conceptual Plan, Parcel Q would be developed concurrently with the creation of the Civic Park and the implementation of landscaping and streetscape improvements on Grand Avenue, between Temple Street and First Street. The development would be designed across multi-levels, incorporating a central plaza space, outdoor terraces, large amounts of landscaping and outdoor pools and terraces for the hotel, restaurant, and residential uses. Outdoor and indoor spaces would be blended to take advantage of the Southern California climate.

The Conceptual Plan envisions a high-rise hotel/residential tower on Parcel Q with entrances on Grand Avenue and Second Street. As set forth in the Conceptual Plan, this first phase of development would be designed by a renowned architect and serve as an icon or centerpiece for the block and the design is anticipated to be marquee architecture. Under the



PARCELS L+M-2

- RESIDENTIAL
- RESIDENTIAL
- RESIDENTIAL
- RETAIL/PARKING PODIUM



PARCELS W-1/W-2

- RESIDENTIAL
- RETAIL/SERVICES
- CULTURAL/RETAIL
- OFFICE or RESIDENTIAL

PARCEL Q

- CULTURAL/RETAIL
- HOTEL + RESIDENTIAL
- RETAIL/SERVICES
- RESIDENTIAL



Figure 9  
Conceptual Parcel Development Plan

Source: Grand Avenue The Related Companies, 2005

Conceptual Plan the hotel would contain a restaurant, a bar, and a generous outdoor pool area with an adjoining roof bar and club. The restaurant and bar would front Grand Avenue and the plaza, taking advantage of views of the Walt Disney Concert Hall and adding to pedestrian and general activity in the area. Under the Conceptual Plan the mid-rise residential tower would be constructed near the southwest corner of the intersection of First and Olive Streets. This residential building would have a lobby off First Street or Olive Street. The building would include sun terraces overlooking the plaza and the Walt Disney Concert Hall.

Under the Conceptual Plan, a retail area would be developed to include a collection of shops, restaurants, entertainment, and food uses spanning several floors. Retail uses would also front Grand Avenue as well as First, Second and Olive Streets to enhance pedestrian activity along the street. Example potential uses include a food market, bookstore, food hall/market, events facility, specialty shops, and a health club. Under the Conceptual Plan, retail uses could include a food market, bookstore, food hall, clubs/bars, event facility, restaurants, and specialty shops.

Parcel Q, under the Conceptual Plan, would also have its own signature outdoor public open space, which emphasizes pedestrian connections to Grand Avenue and First Street. The outdoor public space in Parcel Q, under the Conceptual Plan, would be integrated into the streetscape improvements anticipated to occur on these streets. The pedestrian-oriented open space would include a landscaped plaza, numerous seating areas, possibly fountains, and a collection of gathering places. The intention of the overall design for Parcel Q, under the Conceptual Plan, is to promote pedestrian activity while taking advantage of Southern California's mild climate. The outdoor orientation of the development on Parcel Q, under the Conceptual Plan, would also be maximized on multiple floor levels through the use of patios, elevated walkways, and roof terraces.

#### **b. Parcels W-1/W-2**

The Conceptual Plan, for Parcels W-1/W-2, includes a pedestrian bridge across Olive Street to connect Parcel Q's public space to public open space and transit portal on Parcels W-1/W-2. This bridge which would be lined with retail uses would integrate Parcel Q's open space and, by extension, connect Parcels W-1/W-2 with Grand Avenue. In turn, the public open space on Parcels W-1/W-2 would provide to Parcel Q extensions to Hill Street, First Street and Second Street. Thus, the public space of Parcels Q and W-1/W-2 would provide linkages between both blocks to the surrounding streets and adjoining uses. Parcels W-1/W-2, under the Conceptual Plan, would be designed to reinforce the overall planning objectives of the proposed streetscape improvement program for Grand Avenue, including trees, landscaping, paving systems, benches, trash receptacles, street graphics, and lighting, as defined in the Grand Avenue streetscape program. The integration of open space areas within Parcels W-1/W-2 and Q is illustrated in Figure 9 on page 126.

### **c. Parcels L and M-2**

Parcels L and M-2, under the Conceptual Plan, are envisioned to contribute to revitalizing the street space by adding a street-front retail edge that would help define Grand Avenue as an active urban avenue. The street-front retail would provide a use amenity that now only occurs minimally along Grand Avenue and would reinforce the street-front retail that would be incorporated into Parcel Q. Hope, Second, and Third Streets, as they adjoin Parcels L and M-2, under the Conceptual Plan, would be designed with pedestrian friendly street edges that are enhanced with entrances to residential buildings and streetscape amenities, including trees, landscaping, paving systems, benches, trash receptacles, street graphics, and lighting, as defined in the Grand Avenue Streetscape Program. GTK Way, located below grade at Grand Avenue, currently passes between Parcels L and M-2. Under the proposed Project, GTK Way would be bridged at the Project's podium level so that the developed parcels would form a continuous street frontage along Grand Avenue. GTK Way would enter the tunnel created by the bridge at Hope Street and daylight just east of Grand Avenue.

## **G. CONSTRUCTION/PHASING**

Development of the proposed Project is anticipated to occur in three phases. The initial development phase would include the simultaneous completion of Civic Park; Grand Avenue streetscape improvements between Second and Temple Streets; and the development of Parcel Q. The second phase would include the development of Parcels L and M-2 and Grand Avenue streetscape improvements between Second Street and Fifth Street. The third phase would include the complete development of Parcels W-1/W-2 and Grand Avenue streetscape improvements between Temple Street and Cesar E. Chavez Avenue. Construction for each of the three development phases would require a period of approximately three years. Construction stages would include demolition, excavation, and construction of foundations, garages, and podium to the street level (Year 1); construction of the superstructure from the top of the podium and the initial shell enclosure (Year 2); and interior and exterior finish construction and landscaping (Year 3). The approximate timeline for the three development phases would be late 2006-2009 for the first phase; 2010-2012 for the second phase; and 2013-2015 for the third phase. Notwithstanding, the potential exists that construction of the Project's second phase could be accelerated in response to changing market conditions. In the event that the overall construction schedule is accelerated, the second phase of the Project would commence in 2008 rather than 2010. Also under the accelerated scenario, the second phase would overlap part of the first phase, but the duration of each phase would remain at 36-months. As such, there would be two possible scenarios, an anticipated and accelerated schedule. In order to account for possible changes in schedule, both construction schedules are analyzed in this Draft EIR.

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## H. ANTICIPATED PUBLIC AGENCY ACTIONS

Permits and approvals required for development of the Project are anticipated to include, but may not be limited to, the following:

### **Los Angeles Grand Avenue Authority**

- Approval of ground subleases for Parcels Q, W-2, L and M-2 from the Grand Avenue Authority to Related.
- Approval of a Disposition and Development Agreement (DDA) between the Grand Avenue Authority and Related.

### **Community Redevelopment Agency**

- Approval of ground leases for CRA-owned Parcels L and M-2 from the CRA/LA to the Grand Avenue Authority and the sub-lease of these parcels to Related.
- Approval of ground leases for Parcels Q and W-2 from the County to the CRA/LA, the sub ground leases to the Grand Avenue Authority and the sub ground leases by the Grand Avenue Authority to Related.
- Approval of various agreements, bonds and security instruments for potential public financing for the affordable housing, public parking, and public infrastructure improvements in connection with the Project.
- Amendment of the 1991 approved Owner Participation Agreement between CRA/LA and the County for Parcels K, Q and W-2.
- Approval of the DDA between the Authority and Related.
- Approval of land uses and design review as permitted under the Redevelopment Plans and DDA.
- Approval of development of residential uses in areas designated as commercial under the Bunker Hill Redevelopment Plan.

### **County of Los Angeles**

- Approval of ground leases for County owned Parcels Q and W-2 to the CRA/LA, for further subleases to the Authority and Related for the Project.

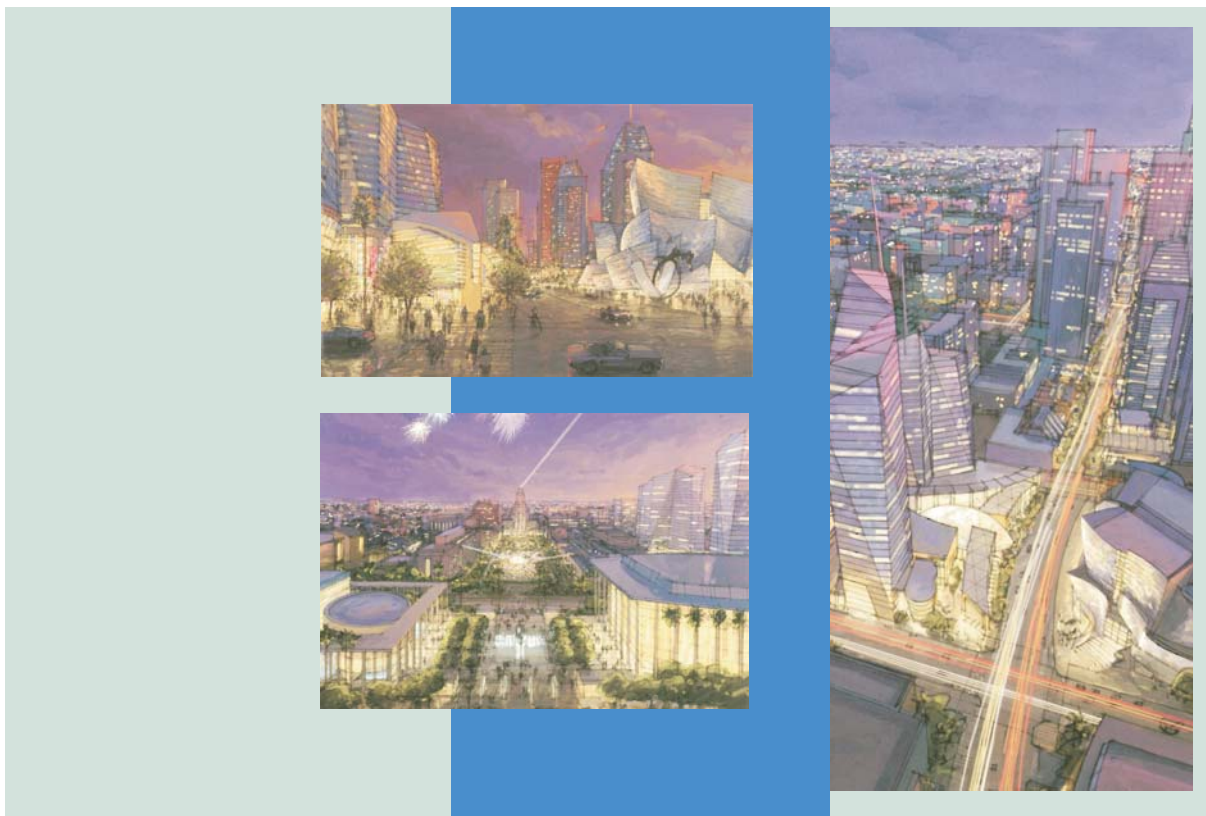
- Approval of the DDA between the Authority and Related.
- Amendment of the 1991 Owner Participation Agreement between the CRA/LA and the County for Parcels K, Q, and W-2.

### **City of Los Angeles**

- Under the City's oversight authority over the CRA/LA, approval of certain CRA/LA actions listed above, including, but not limited to, approval of the DDA, financing and leases.
- Approval of a Development Agreement (DA) between the City of Los Angeles and Related.
- Approval of Subdivision Map for the five Parcels Q, W-1/W-2 and L/M-2.
- Approval of a Zone Change for those portions of Parcels Q, W-1/W-2 and L/M-2 that are zoned from R5/C2 to C2 to: (a) authorize the commercial uses proposed by the Project (e.g., hotel, retail, etc.); (b) eliminate the need for multiple conditional use permits and variances (concerning, for example, hotel use, parking requirements, commercial circulation, signage and alcohol service in the portions of the parcels currently zoned R5), and (c) establish a single zoning designation for Parcels Q and W-1/W-2 allow hotel use, public parking, commercial circulation, signage, and alcohol service in the portions of the five parcels currently zoned R-5.
- Approval of a Conditional Use Permit (CUP) to deviate from the current "D" restriction and exceed an FAR of 6:1.
- Approval for deviation of a Policy Deviation from Advisory Agency Policy 2000-1, which addresses standards for new condominiums and specifies a parking requirement higher than the LAMC.
- Approval of a Street Vacation (airspace) for the proposed Olive Street pedestrian bridge and General Thaddeus Kosciuszko Way tunnel if not within a tentative tract map.
- Approval of a Zone Variance to allow residential density to exceed the number of units allowed in the C2 zones by 20 percent or greater.
- Approval of a Zone Variance if the Project cannot comply with common and/or private residential open space standards.
- Determination of a Shared Parking Plan to permit two or more uses to share parking spaces, if necessary.

- Approval of a Zone Variance for the Project relative to Yards and Setbacks, for projects that cannot comply with the yard/setback requirements of the C2 Zone.
- Approval of Conditional Use Permits (CUPs) for Alcohol Sales.
- Approval of improvements within the Grand Avenue right-of-way.
- Approval of a Signage District and/or variance concerning parking requirements applicable to affordable housing units (possible future actions).
- Approval of demolition, grading, foundation, and building permits.
- Approval of Street Right-of-Way Dedications along major streets.
- Approval of haul route(s), as necessary.
- Variances and Encroachment permits (irrevocable and revocable) as required for construction within public ways, as well as for installation of public improvements.
- Miscellaneous approvals, as required:
  - Grand Avenue design and construction;
  - Construction within Second Street tunnel easement;
  - Temporary closures of streets and sidewalks;
  - Curb cuts and lane dropoffs;
  - Utilities relocation, replacement, and extension;
  - Sewer line extensions and upgrades;
  - Additional required approvals and permits from the Department of Public Works, Building and Safety, Mechanical Bureau, and other City departments that may be necessary to construct or operate the Project.
  - Approval of the development of residential uses in areas designated as commercial under the Bunker Hill Redevelopment Plan.

### III. GENERAL DESCRIPTION OF THE ENVIRONMENTAL SETTING



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### **III. GENERAL DESCRIPTION OF THE ENVIRONMENTAL SETTING**

#### **A. OVERVIEW OF ENVIRONMENTAL SETTING**

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The Project site is located in downtown Los Angeles, a highly urbanized regional center. The following is a summary of the general environmental setting on and around the Project site. More complete and specific discussions are contained under each respective section, as presented in Section IV of this Draft EIR.

#### **1. LAND USE**

The proposed Project is located in the northwest area of downtown Los Angeles, within the Bunker Hill Redevelopment Project area and the Civic Center area. Downtown Los Angeles serves as the center of commerce and government for the region. In addition to city, county, state, and federal offices, downtown Los Angeles contains a concentration of regional commercial enterprises and is comprised of several distinct commercial or mixed-use neighborhoods, including the Bunker Hill Redevelopment Project, Civic Center, the Financial District, the Historic Core, the Sports and Entertainment District, the South Markets, South Park, and others. Residential neighborhoods in downtown Los Angeles are generally located in mixed use areas including Bunker Hill, west of Grand Avenue and the South Park area, which is generally south of Eighth Street. Residences are also located in mixed commercial areas, including Chinatown, Little Tokyo, and the Los Angeles Sports and Entertainment District.

The Bunker Hill Redevelopment Project is a mixed-use area generally bounded by the Harbor Freeway, Fifth Street, Hill Street, and First Street, in which lands containing formerly dilapidated buildings were re-subdivided and replaced by modern streets and infrastructure. Merging with Bunker Hill's high-rises is the City's Financial District, a modern, high-rise cluster of bank and other commercial towers ranging from 28 to 73 stories within an area centered on Flower Street and generally bounded by Fifth and Seventh Streets on the north and south and Olive Street and the Harbor Freeway on the east and west. This district has generally developed over the past 25 years in concert with the redevelopment of Bunker Hill.

The Civic Center comprises the Civic Center Mall and government facilities that front on Temple and First Streets, between Alameda Street and Grand Avenue. The City's Historic Core is the location of the City's former Central Business District and old banking district, containing the City's first large department stores, and large movie houses. This area is generally located on Broadway and Spring Street, between Fourth and Sixth Streets. The Sports and Entertainment District, which is adjacent to the Convention Center and STAPLES Center, is located in the



southwest sector of Downtown Los Angeles. This area is intended as a catalyst for activity on a local, as well as regional, level and, as such, proposes to include a range of land uses, including hotels, retail shops, services, and housing. The South Markets, a hub for manufacturing and wholesaling, are located in the southeast quadrant of downtown Los Angeles.

With regard to the Project site itself, adjacent and nearby land uses include high-rise office buildings to the south; cultural uses, such as the Walt Disney Concert Hall, the Los Angeles Music Center, the Cathedral of Our Lady of the Angels, the Museum of Contemporary Art (MOCA) and Colburn School of Performing Arts along Grand Avenue; and government buildings, such as the Los Angeles City Hall, the County's Kenneth Hahn Hall of Administration and the Hall of Records as well as the Los Angeles County/Stanley Mosk Courthouse north of First Street. Surrounding residential land uses include the Grand Promenade Tower to the south of Parcels L and M-2; Bunker Hill Towers and Promenade Plaza to the west/northwest of Parcels L and M-2, and Angelus Plaza and Museum Tower to the south of Parcels Q and W-1/W-2. The residential uses in this area are generally high-rise, ranging from 17 stories (Angelus Plaza) to 32 stories (Bunker Hill Tower). Low-rise residential uses are located to the north of Cesar E. Chavez Avenue.

## **2. TRANSPORTATION/CIRCULATION/PARKING**

The Project area is well served by an extensive system of freeways as well as arterial and local streets. The nearest freeways to the Project site are the Hollywood and the Harbor Freeways, which are both located within a third of a mile of the Project site. The principal north/south streets in the immediate Project area are Grand Avenue, Hope Street, Olive Street and Hill Street. Grand Avenue and Hope Street both connect to the freeway system to the north of the Project site. The principal east/west streets are Temple, First, and Fourth Streets. Second and Third Streets tunnel under Bunker Hill between Hill Street and Flower/Figueroa Street and do not provide direct access to Bunker Hill buildings. Upper Second Street is a local east-west street on the surface of Bunker Hill and, in the Project area, is discontinuous. A new connection of Upper Second Street between Grand Avenue and Olive Street is planned for construction in the next two years. Because of the substantial grade differences of the Bunker Hill area, the existing street system on Bunker Hill is quite complex. Some of the streets are either discontinuous or do not connect directly into the street grid that occurs in the rest of downtown.

Extensive transit services, rail as well as regional and local buses currently serve the Project area. Existing services include the Metro Red Line (heavy rail), the Metro Gold Line (light rail) and the Metrolink Rail system (commuter rail). The Civic Center portals to the Metro Red Line are located on Parcels W-1/W-2, at the southwest corner of Hill and First Streets, and in the Civic Center Mall near Hill Street. Sidewalks, which are provided on all streets in the downtown area, are the primary existing pedestrian facilities in the Project area. Mid-block

signalized pedestrian connections exist through the Civic Center Mall and pedestrian crossings are currently provided on Grand Avenue, Hill Street, Broadway and Spring Street between First Street and Temple Street.

Fifty-eight bus routes/lines serve the Project area, and buses typically run east-west along Temple Street and First Street, and north-south along Grand Avenue, Hope/Flower Streets, Olive Street and Hill Street. With the exception of DASH service, there are no northbound bus routes operating on Grand Avenue between Fifth and First Streets due to the steep grade between Fifth and Fourth Streets. Buses, instead, use Olive Street and Flower/Hope Streets on the northbound journey to exit downtown.

A considerable amount of existing off-street parking is located in the vicinity of the Project. As shown in Figure 10 on page 135, twenty-one off-site parking structures or lots containing 15,950 parking spaces are located within the geographic area bounded by Hope Street and Flower Street on the west, Temple Street on the north, Spring Street on the east, and Fourth Street on the south. Of these parking spaces, approximately 1,100 are in surface lots and the remaining 14,400 are in parking structures. Approximately 7,000 of the total 15,950 spaces are owned and/or operated by the County of Los Angeles. The County reserves approximately 2,900 spaces for County official business and employees, which are not available to the general public. Approximately 6,900 of the total 15,950 parking spaces are located in major high-rise office towers on Bunker Hill. Except for the Walt Disney Concert Hall garage and, to a lesser extent the Music Center garage, the majority of these parking spaces are generally occupied during the weekday business hours.

### **3. AESTHETICS AND VISUAL RESOURCES**

The Project site is located at the north edge of the Financial District's distinctive cluster of high-rise buildings. The skyline created by the high-rise cluster is considered an aesthetic feature and a view resource. Distinctive individual buildings and features also contribute to the visual character of the area, including the Los Angeles City Hall, the Walt Disney Concert Hall, the Museum of Contemporary Art (MOCA), the Colburn School of Performing Arts, the Cathedral of Our Lady of the Angels, and the Los Angeles Music Center. Although sections of the Grand Avenue sidewalk along the proposed development sites have minimal landscaping or other streetscape amenities, aesthetically distinctive streetscape is located in the vicinity of the California Plaza Water Court and the Los Angeles Music Center. The existing Civic Center Mall features mature landscaping, fountains and pools, and staircases leading to and from adjacent streets. The five development parcels, all of which have no distinctive visual character, are occupied by surface parking lots or a parking structure. View resources in the area include the downtown Los Angeles skyline that is visible from throughout the western portion of the Los Angeles Basin, including from the freeways as they approach the downtown area.

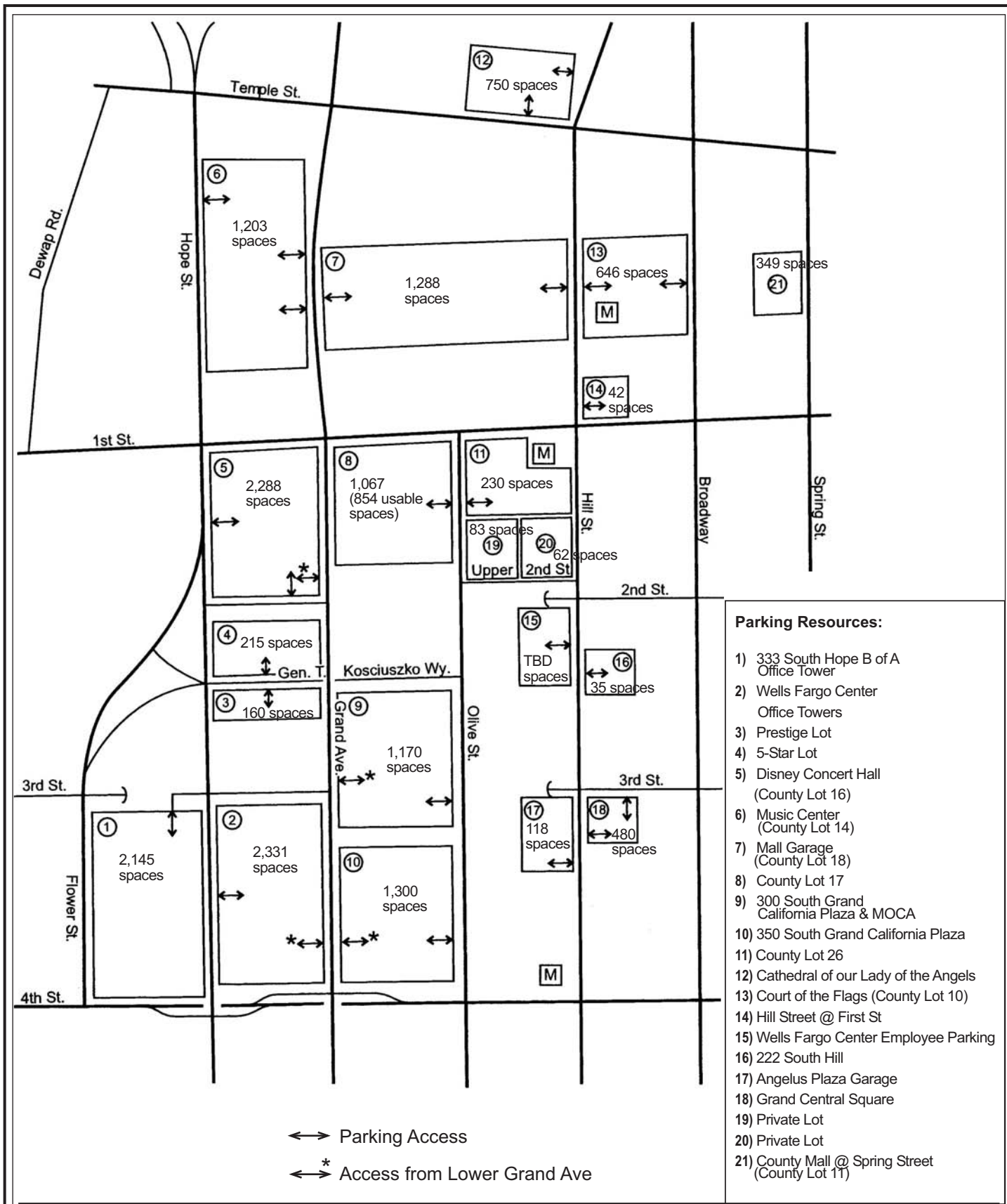


Figure 10  
Existing Off-Street Parking Lots and Structures

Source: The Mobility Group, 2006

Downtown Los Angeles is characterized by a moderately high level of ambient light during the evening hours due to lights within the high-rise buildings, illuminated signs, street lights, and motor vehicles. During certain hours of the day and seasons, daytime glare is also created by reflected sunlight from the windows or surface materials of some of the City's high-rise and other distinctive buildings. Vehicles in surface parking lots and on the local streets also contribute to glare (reflected sunlight) conditions. Nighttime glare is not a particular problem due to the existing moderately high ambient light that reduces contrast between illuminated signage, and the absence of the types of uses that would emit high levels of nighttime light, such as surface parking lots. The concentration of high-rise buildings along Grand Avenue creates a unique shade/shadow environment, with shadows from the buildings collectively extending into the surrounding area during the early morning and late afternoon hours throughout the year. Shading increases with proximity to the City's high-rise core, which centers south of the Project area.

#### **4. HISTORICAL RESOURCES**

The Project area is rich in notable architectural and historical resources. Originating as a Gabrieleno village and as an organized settlement dating to the eighteenth century El Pueblo de La Reina de Los Angeles, downtown Los Angeles has a rich heritage reaching to the modern era. The Project site and immediately surrounding area is highly urbanized with many notable buildings associated with government offices and cultural uses. These five recorded properties include the Kenneth Hahn Hall of Administration, the Los Angeles County Courthouse, the Civic Center Mall (Paseo de los Pobladores park), Los Angeles City Hall, and the Southern California Edison building. The area immediately surrounding the Civic Center Mall contains the largest collection of government buildings in the country, outside of Washington, D.C. Most of these buildings are products of the spare, cost effective, and functional mid-century Moderne architecture of the 1950s and 1960s. This Civic Center area is anchored on the west by the City's Department of Water and Power building, a multi-story structure floating within a grouping of shallow pools and fountains, and on the east by the Los Angeles City Hall, a City Historic-Cultural Monument, as well as a National Register-eligible building. A recent survey of other buildings and historical resources in the study area indicates that the Walt Disney Concert Hall, the Los Angeles Music Center, and the Cathedral of Our Lady of the Angels, appear to be eligible for National and California Register listing.

#### **5. POPULATION/HOUSING**

The Project site is located within the Central City Community Plan Area. In 2004, approximately 27,088 people lived within the Central City Community Plan and 3,812 persons lived within the census tract within which the Project is located (i.e., Census Tract 207500). The

Community Plan Area has a diverse mix of ages, educational attainment, as well as population and age that indicate that the area has fewer families compared to the Citywide average. The average household size in the Community Plan Area is 1.54 persons and in the Census Tract is 1.37 persons, compared to a Citywide average of 2.72 persons. Statistics for the area also indicate that the Central City Community Plan area is comprised of primarily rental units.

## **6. AIR QUALITY**

The Project site is located within the South Coast Air Basin (Basin), which is an area of high air pollution potential, and is currently an area of non-attainment for ozone (O<sub>3</sub>), and fine particulate matter (PM<sub>10</sub>), based on federal and state air quality standards. Land uses in the Project vicinity that are sensitive to air pollution include schools and residential uses, such as the Colburn School of Performing Arts, the Central Los Angeles Performing Arts Senior High School (under construction), the Angelus Plaza complex, and the Grand Promenade Tower residences.

## **7. NOISE**

The predominant noise source within the Project area is roadway noise from local thoroughfares, particularly from the Harbor Freeway (I-110) on the west and the Hollywood Freeway (I-101) on the north. Other community noise sources include noise from existing street traffic and general activity. Existing ambient noise levels indicate an existing Community Noise Equivalent Level (CNEL) ranging from 63.5 dBA to 76.0 dBA. Based on the City of Los Angeles community noise/land use compatibility criteria, this noise environment is generally considered “conditionally acceptable” for multi-family residential uses. Noise- and vibration-sensitive uses in the Project area include existing residences, the Los Angeles Music Center, the Walt Disney Concert Hall, and the Colburn School of Performing Arts.

## **8. HAZARDS/HAZARDOUS MATERIALS**

Phase I environmental site assessments performed for the five development parcels indicate no potential recognized environmental conditions (RECs) within any of the parcels. RECs are defined as the presence or likely release of any hazardous substances or petroleum products on a property. In addition, there is no indication of underground storage tanks (USTs) or aboveground storage tanks (ASTs) present, nor are USTs or ASTs listed in regulatory agency databases as existing or having previously occurred on the Project site. Historical evidence of a former gas station located on the boundary between Parcels W-1 and W-2, indicates that USTs associated with a former gas station may occur at the Project site. During the construction of the Red Line Station adjacent to Parcel W-2, USTs were discovered and removed.

## **9. FIRE SERVICES**

The Los Angeles Fire Department (LAFD) provides fire protection services to the Project site. The LAFD has identified the Project site as being within the service area of Stations No. 3, 4, 9, and 10. Distances to the Project site vary depending on specific locations within the site. Fire Station (FS) No. 3, which has a 3.1-minute response distance from the Project site, is equipped with a truck and an engine company, a paramedic and a Basic Life Support (BLS) rescue ambulance, and is staffed by 16 LAFD personnel. This facility serves as Division Headquarters. FS No. 4 has a 5.1-minute response distance, and FS No. 9 has a 5.6-minute response distance, while FS No. 10 has 6.1-minute response distance from the Project site.

## **10. POLICE SERVICES**

The Los Angeles Police Department (LAPD) provides police protection services to the Project site. The Project site is located within the Central Community Police Station service area, which has a officer/resident ratio of approximately one officer per 130 residents, compared to the Citywide ratio of one officer per 478 persons. This difference is in large part due to the very large daytime population found within the downtown Los Angeles area. The average response time to emergency calls in the Central Area is 6.0 minutes, which compares favorably with the Citywide average of 6.5 minutes.

## **11. SCHOOLS**

The Los Angeles Unified School District (LAUSD) provides school services within the Project area. The LAUSD schools that would potentially serve the Project site include the Castelar Elementary School (Grades K-5), Gratts Elementary School (Grades K-5), Virgil Middle School (Grades 6-8), and Central High School No. 11 and Vista Hermosa Park (formerly known as the Belmont Learning Center) (Grades 9-12). Gratts Elementary School, Virgil Middle School, and Vista Hermosa High School are operating on multi-track calendars, and thus, are considered to be overcrowded based on LAUSD criteria.

## **12. PARKS AND RECREATION**

In addition to the Civic Center Mall, parks and recreational facilities within a two-mile radius of the Project site encompass approximately 768 acres and include the Sixth Street/Gladys Street Park, the Aliso-Pico Recreation Center, the Alpine Recreation Center, Alvarado Terrace Park, City Hall Park, Downey Pool and Recreation Center, Echo Park Recreation Center, Elysian Park and Therapeutic Recreation Center (approximately 604 Acres), Everett Park, Hollenbeck Park, Hope and Peace Pocket Park, Lafayette Park and Recreation Center, MacArthur (General

Douglas) Park and Recreation Center, Pecan Pool and Recreation Center, Pershing Square Park, Prospect Park, State Street Recreation Center, and the Toberman Recreation Center.

### **13. LIBRARIES**

The Los Angeles Public Library (LAPL) provides library services within the Project area. A total of seven LAPL branch libraries are located within an approximate two-mile radius of the Project site. These include the Central Library, Little Tokyo, Chinatown, Echo Park, Pico Union, Felipe de Neve, and Edendale.

### **14. WATER SUPPLY**

The water needs of the City of Los Angeles are met by the Los Angeles Department of Water and Power (LADWP). Water infrastructure serving Parcels Q and W-1/W-2 includes existing water mains along (upper) Grand Avenue, Olive Second and Hill Streets. Parcels L and M-2 are bounded by water mains along Second and Hope Streets, General Thaddeus Kosciuszko (GTK) Way, and (lower) Grand Avenue. The Civic Center Mall is bounded by water mains along Grand Avenue, Temple, Spring, Main and First Streets, as well as Broadway.

### **15. WASTEWATER**

The City of Los Angeles Department of Public Works (LADPW), Bureau of Sanitation, is the wastewater collection and treatment agency serving the Project site, and regulates the acceptance of wastewater into the collection system. Wastewater treatment for areas within the downtown Los Angeles area is provided by the Hyperion Treatment Plant (HTP). The HTP has been improved to ensure capacity for the incremental increase in wastewater resulting from anticipated growth in the City of Los Angeles. Currently, the HTP treats more than 340 million gallons per day (mgd) and has an ultimate capacity of 450 mgd. Wastewater infrastructure serving Parcels Q and W-1/W-2 include a 12-inch sanitary sewer main along (upper) Grand Avenue, a varying 8- to 10-inch main in First Street, a 12-inch main along Olive Street, a 12-inch line along Second Street, and 8-inch and 12-inch lines along Hill Street. Parcels L and M-2 are bounded by a 12-inch line in GTK Way and 8- and 15-inch lines along (lower) Grand Avenue. The Civic Center Mall is bounded by an 8-inch main along Temple Street, a 12-inch main in Hill Street, and 8- and 15-inch mains along First Street.

## **16. SOLID WASTE**

The City of Los Angeles and private operators collect solid waste in the Project area. The great majority of municipal solid waste is disposed of at Class III landfills (Municipal Solid Waste Landfills), which accept non-hazardous waste. The City of Los Angeles does not own or operate any landfill facilities and, as such, all solid waste is currently disposed of at privately-owned landfills.



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### III. GENERAL DESCRIPTION OF THE ENVIRONMENTAL SETTING

#### B. CUMULATIVE DEVELOPMENT

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The California Environmental Quality Act (CEQA) requires that the analysis of potential Project impacts include cumulative impacts. CEQA defines cumulative impacts as “two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts.”<sup>10</sup> This analysis of cumulative impacts need not be as in-depth as what is performed relative to the proposed Project, but instead is to “be guided by the standards of practicality and reasonableness.”<sup>11</sup>

Cumulative impacts are anticipated impacts of the project along with reasonably foreseeable growth. Reasonably foreseeable growth may be based on either:<sup>12</sup>

- A list of past, present, and reasonably probable future projects producing related or cumulative impacts; or
- A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

Completion of the Project is anticipated to occur in 2015. Accordingly, this Draft EIR considers the effects of other proposed development projects within that time frame. This analysis uses the list approach and has utilized a listing of related projects that is based on information on file at the Community Redevelopment Agency of the City of Los Angeles (CRA/LA), as well as the City of Los Angeles’ Departments of Planning and Transportation. Table 3 on pages 142 through 148 provides a summarized listing of the 93 related projects located within the traffic study area, an area in which the Project might substantially affect intersection capacities determined in conjunction with LADOT. In addition to traffic, the study area is considered the area of influence for air quality, noise, public services, utilities and the remaining environmental issues. The identification of the 93 related projects is anticipated to result in a conservative analysis of cumulative impacts, since it is not likely that all related projects would be developed, or that they would be developed to the full scope presented in their initial planning stages. The locations of the related projects are shown in Figure 11 on page 149.

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<sup>10</sup> *State CEQA Guidelines, 14 California Code of Regulations, § 15130, et seq.*

<sup>11</sup> *Ibid.*, § 15130.

<sup>12</sup> *Ibid.*, § 15130(b)(1).

**Table 3**

**Related Projects**

<b>No.</b>	<b>Project Name</b>	<b>Location/Address</b>			<b>Project Description</b>
1	Plaza de Cultura Y Arte	500 block of N. Main St.	32,000	Sq. Ft.	Community Bldg.
			25,000	Sq. Ft.	Performing Arts
			14,100	Sq. Ft.	Plaza House
			23,700	Sq. Ft.	Educational Center and Museum
2	Capitol Mills	Alameda St./College St.	30	Units	Artist-in-lofts
			5,000	Sq. Ft.	Retail
			20,000	Sq. Ft.	Office
3	Residential	201 - 215 Seventh St. or 651 S. Spring	139	Units	Apartments
4	Belmont Primary School # 11	980 S. Albany St. (Olympic/Albany)	380	Students	Kindergarten
5	Westlake Intermodal Center	Alvarado St./Wilshire Blvd.	40,000	Sq. Ft.	Grocery
			30,000	Sq. Ft.	Retail
			40,000	Sq. Ft.	Community Facility
6	Piero (Commercial & Residential Development)	616 Saint Paul St. (Saint Paul St./Wilshire Blvd.)	10,000	Sq. Ft.	Commercial (on ground level)
			330	Units	Apartments (on 5 levels above ground)
7	Mixed Use	1234 Wilshire Blvd. (Wilshire Blvd./Lucas Ave.)	12,500	Sq. Ft.	Retail
			210	Units	Residential
8	1100 Wilshire	1100 Wilshire Blvd.	460	Units	Condominiums (conversion of existing bldg.)
9	Residential	205 - 207 S. Broadway	162	Units	Apartments
10	Residential	416 - 432 W. Eighth St. or 800 S. Olive St.	110	Units	Apartments
11	G.H Palmer	On Sixth St. (Wilshire/St. Paul)	600	Units	Apartments
			20,000	Sq. Ft.	Retail
12	Central LA High School # 11	Beaudry Ave./First Street	2,600	Students	High School
			10.5	Acres	Park
13	Mixed Use - Residential Over Commercial	1207 W. Third St. (Third St./Boylston St.)	330	Units	Residential

**Table 3 (Continued)**

**Related Projects**

<b>No.</b>	<b>Project Name</b>	<b>Location/Address</b>			<b>Project Description</b>
			50,000	Sq. Ft.	Commercial (construct 330 units over 50,000 s.f commercial)
14	Apartments	1304 W. Second St. (Second St./Lucas Ave.)	300	Units	Apartments
15	Ninth & Figueroa Project	Ninth/Figueroa/Flower	629	Units	Condominiums
16	Visconti	Third St./Bixel St.	300	Units	Retail
17	Los Angeles Ctr Ph - 1 A	North of Sixth St.	27,000	Sq. Ft.	High-End Residential Units (new construction)
18	Central LA High School # 10	322 S. Lucas St.	880,000	Sq. Ft.	Office
19	Residential	279 Emerald St.	1,713	Students	High School
20	Residential	1030 Mignonette St. (First/Bixel)	85	Units	Apartments
21	Residential	756 S. Spring St.	204	Units	Apartments
22	Central Area High School #9	450 N. Grand	84	Units	Apartments
			64	Classrooms	Performing Arts High School
			1,600	Seats	Performing Arts Theater
23	Orsini (Addition II and III)	Figueroa St./Cesar E. Chavez Ave.	826	Units	Apartments
			40,000	Sq. Ft.	Retail
24	Lot 114 - 1155 South Grand Project	Grand Ave./12th St.	311	Units	Condominiums
			7,294	Sq. Ft.	Retail
25	Metro 217	417 S. Hill St.	277	Units	Luxury work-live lofts (conversion of the Subway Terminal Building)
26	Residential	600 W. Seventh Street	70	Units	Apartments
27	Los Angeles Courthouse	Between Broadway & Hill St and First St. & Second St.	1,016,000	Sq. Ft.	41 U.S. District Courtrooms, 40 Judges chambers, court-related support offices and a circuit satellite library. Subterranean parking provides 150 spaces.
28	Douglas Building	257 S. Spring St.	50	Units	Condominiums (conversion of 1898 structure)
			20,000	Sq. Ft.	Retail
29	Eighth & Grand Project	North of Eighth St. between Grand and Olive	875	Units	Condominiums
			34,061	Sq. Ft.	Retail
			10,000	Sq. Ft.	Restaurants
30	Rowan Building	458 S. Spring St.	209	Units	Loft Apartments (conversion of Rowan Building)
31	LA City Tokyo Branch Library	203 S. Los Angeles St.	12,500	Sq. Ft.	Library

**Table 3 (Continued)**

**Related Projects**

<b>No.</b>	<b>Project Name</b>	<b>Location/Address</b>			<b>Project Description</b>
32	Fourth Street and Main St.	Fourth Street and Main St.			Residential Lofts and Retail
33	Residential	108 W. Second Street	146	Units	Condominiums
34	Trammell Crow Residential Mixed-Use	First Street/Alameda Street	863	Units	Luxury Apartments (To be built in 3 phases - phase 1 (303 units), phase 2 (175 units), and phase 3 (385 units plus retail))
35	Alameda District Plan	Alameda St./Los Angeles St.	8,200,000	Sq. Ft.	Office
			0		
			750	Rooms	Hotel
			300	Units	Apartments
			250,000	Sq. Ft.	Retail
			70,000	Sq. Ft.	Museum
36	SCI-Arc Lot	West of SCI-Arc at Santa Fe Avenue	300	Units	Loft Apartments
37	The Freight Yard	Third St./Santa Fe	596,000	Sq. Ft.	Multi-Use Development
38	Second and Central	375 E. Second St.	124	Units	Apartments
			12,500	Sq. Ft.	Retail
39	LA Public Safety Facility MP		433	Employees	EOC/POC/FDC
			512	Beds	Metro Jail
			30,000	Sq. Ft.	Occupational Health & Services Division (OHSD)
			21	Employees	Fire Station #4
40	Convert Theatre to Dance Hall	740 S. Broadway (Broadway/Seventh St.)	12,500	Sq. Ft.	Dance Hall (convert former Theatre to Dance Hall)
41	Arcade Building	541 S. Spring St.	143	Units	Loft Apartments (conversion of 12-story 1924 building)
42	Valuta Bldg. (Wilson Bldg.)	548 S. Spring St.	157	Units	Loft Apartments
43	Police Headquarters Facility (PHF)	First/Main St.	2,400	Employees	Police Headquarters Facility (PHF)
			56	Employees	Motor Transport Division (MTD)
			60,000	Sq. Ft.	Recreation Center
			300	Stalls	Aiso St. Parking Facility
44	Pacific Electric Building	610 S. Main St.	314	Units	Lofts with gym and roof garden. (conversion of existing building)

**Table 3 (Continued)**

**Related Projects**

<b>No.</b>	<b>Project Name</b>	<b>Location/Address</b>			<b>Project Description</b>
45	Santa Fe Lofts	121 E. Sixth St.	103	Units	Lofts (development of 1917 Santa Fe Annex into 103 lofts, with renovation of 32 units in Santa Fe building next door)
46	Security Building	510 S. Spring St.	153	Units	Housing Units (development of 153 units in Historic Security Bank Building)
47	The Union	325 Eighth St.	91	Units	Live-work lofts (conversion)
48	Santee Court	3 Blocks between Los Angeles St., Maple Ave., Seventh St., and Ninth St.	80	Units	Condominiums
49	Broadway Plaza Lofts	901 S. Broadway	299	Units	Apartments
			82	Units	Lofts (conversion of former Blackstone's Department Store (built 1916) into 82 lofts, with 16 designated as affordable housing)
50	Eastern Columbia Building	849 S. Broadway	280	Units	Lofts / Condos (conversion of existing 12-story 1930 Art Deco Structure )
51	Herald Examiner Building	11th St./Broadway	150,000	Sq. Ft.	Creative Office (restoration and renovation of Herald Examiner Bldg.)
52	Office and retail	305-327 Ninth Street	74,000	Sq. Ft.	Office
			157,000	Sq. Ft.	Retail
53	Blossom Plaza	900 Broadway (Broadway/College)	223	Units	Condominiums
			7,000	Sq. Ft.	Museum
			15,000	Sq. Ft.	Restaurant
			25,000	Sq. Ft.	Retail
54	Los Angeles Apparel	744 Alameda St.	640,000	Sq. Ft.	Warehouse Division
55	Apartments	1311 Fifth Street	80	Units	Apartments
56	Hall of Justice	Temple Street/Spring St.	30	Employees	Net increase in number of employees from 1630 to 1660
			1,000	Space	Parking Structure
57	Residential and Retail	515 W. Seventh St. (Seventh St./Olive St.)	55	Units	Condominiums
			28,000	Sq. Ft.	Retail
58	Balasco Theatre	1050 Hill St. (Hill St./Olympic	33,423	Sq. Ft.	Entertainment (variance to use existing Theatre)

**Table 3 (Continued)**

**Related Projects**

<b>No.</b>	<b>Project Name</b>	<b>Location/Address</b>			<b>Project Description</b>
59	LAED Entertainment District	Blvd.) Figuroa St./11th St.	1,200	Rooms	Hotel
			3,600	Seats	Cinema
			7,000	Seats	Theatre
			345,000	Sq. Ft.	Restaurants
			498,000	Sq. Ft.	Retail
			165,000	Sq. Ft.	Office
			800	Units	Apartments
60	Metropolis	Eighth St./Francisco St.	600	Rooms	Hotel
			1,600,00	Sq. Ft.	Office
			0		
			223,000	Sq. Ft.	Retail
61	Quality Restaurant & Night Club	605 W. Olympic Blvd. (Olympic Blvd./Hope St.)	7,142	Sq. Ft.	Quality Restaurant and Night Club (in existing office building with 18 on-site and 100 off-site spaces).
62	Elleven	1111 S. Grand Ave. (Grand Ave./11th St.)	417	Units	Condominiums
			15,000	Sq. Ft.	Retail
63	LAUSD - Central LA High School # 12	1201 Miramar St. (Miramar/Huntley)	500	Students	High School
64	Library Court	630 W. Sixth St	90	Units	Conversion of Old University Club
65	Olympic Lofts	Olympic Blvd./Olive St.	78	Units	Live-work lofts with restaurant and bar. (conversion of the Federal Reserve Bank Building)
66	Union Bank Building	Hope St./Olympic Blvd.	116	Units	Market-Rate Lofts with 450 space parking garage. (conversion of former Union Bank Building)
67	South Village (CIM Project)	Eighth St. & Hope St., Ninth St. & Flower St.	939	Units	Condominiums
			83,700	Sq. Ft.	Retail / Restaurant
			50,000	Sq. Ft.	Supermarket
68	Gas Co. Lofts	800-820 Flower St.	282	Units	Apartments
			371,699	Sq. Ft.	Office (removed)
69	Metropolitan Lofts	11th/Hope/Flower	230	Units	Apartments
			3,500	Sq. Ft.	Retail

**Table 3 (Continued)**

**Related Projects**

<b>No.</b>	<b>Project Name</b>	<b>Location/Address</b>			<b>Project Description</b>
70	Grand / 11th NE Project	Grand Ave./11th St.	128	Units	Condominiums
			3,472	Sq. Ft.	Retail
			2,200	Sq. Ft.	Restaurant
71	Gratts Primary Ctr & Early Education Ctr	477 Lucas St.	380	Students	Primary School
72		622 Lucas St.	311	Units	Condominiums
73	Bar & Lounge	701 Third Street	8,770	Sq. Ft.	Bar / Lounge
74	Chinatown Condos	1101 Main St. (Main/Rondout)	300	Units	Condominiums
75	Medical building	2100 W. Third Street	24,075	Sq. Ft.	Medical Building
76	Residential	1311 W. Fifth Street	80	Units	Apartments
77	500 Bunker Hill	Bunker Hill/Cesar E. Chavez	17,000	Sq. Ft.	Supermarket
			4,200	Sq. Ft.	Retail
78	Shybarry Tower	215 W. Sixth St.	84	Units	Condominiums
			6,000	Sq. Ft.	Bar
79	Little Tokyo Block 8 Project	200 Los Angeles St. (Los Angeles/Second St)	510	Units	Condominiums
			240	Units	Apartments
			50,000	Sq. Ft.	Retail
80	Mayfair Hotel	1256 W. Seventh St.	250	Units	Condominiums (Conversion of 294 Room Hotel)
81	LAUSD ELA High School # 1	1201 First Street (First /Mission)	1,206	Students	High School
82	James Wood Apartments	1322 & 1405 James Wood Blvd.	61	Units	Apartments
			45	Students	Child Care
83	Northwest Gateway	Second/Glendale	276	Units	Apartments
84	Title Guarantee Building	411 W. Fifth St	74	Units	Apartments
85	Wilshire Court	Wilshire/Bixel	201	Units	Apartments
86	Mixed - Use	110 Beaudry Ave (Beaudry/First)	200	Units	Apartments
			5,000	Sq. Ft.	Retail
87	810 Grand Lofts	801 S. Grand Ave.	132	Units	Live - Work Condos
88	Mixed - Use	250 Hill St. (Hill/Third)	450	Units	Apartments
			15,000	Sq. Ft.	Retail
89	1010 Wilshire Building	1010 Wilshire Building	240	Units	Condominiums
90	House Ear Institute	Third/Alvarado	30,000	Sq. Ft.	Medical Offices

**Table 3 (Continued)**

**Related Projects**

<b>No.</b>	<b>Project Name</b>	<b>Location/Address</b>			<b>Project Description</b>
91	Villa Verona	Wilshire - Betwn Bixel & Witmer	234	Units	Lofts
			10,000	Sq. Ft.	Retail
92	Bunker Hill Amended Design for Development Program EIR – Parcel Y	Block bounded by Third, Olive, Hill, and Fourth Streets	960,000	Sq. Ft.	Office
			100,000	Sq. Ft.	Retail
93	City House and the Olympic Tower	Southeast corner of Grand Ave. /Olympic Blvd.	331	Units	Condominiums
			10,000	Sq. Ft.	Retail
			5,985	Sq. Ft.	Restaurant

Source: *The Mobility Group, 2006.*

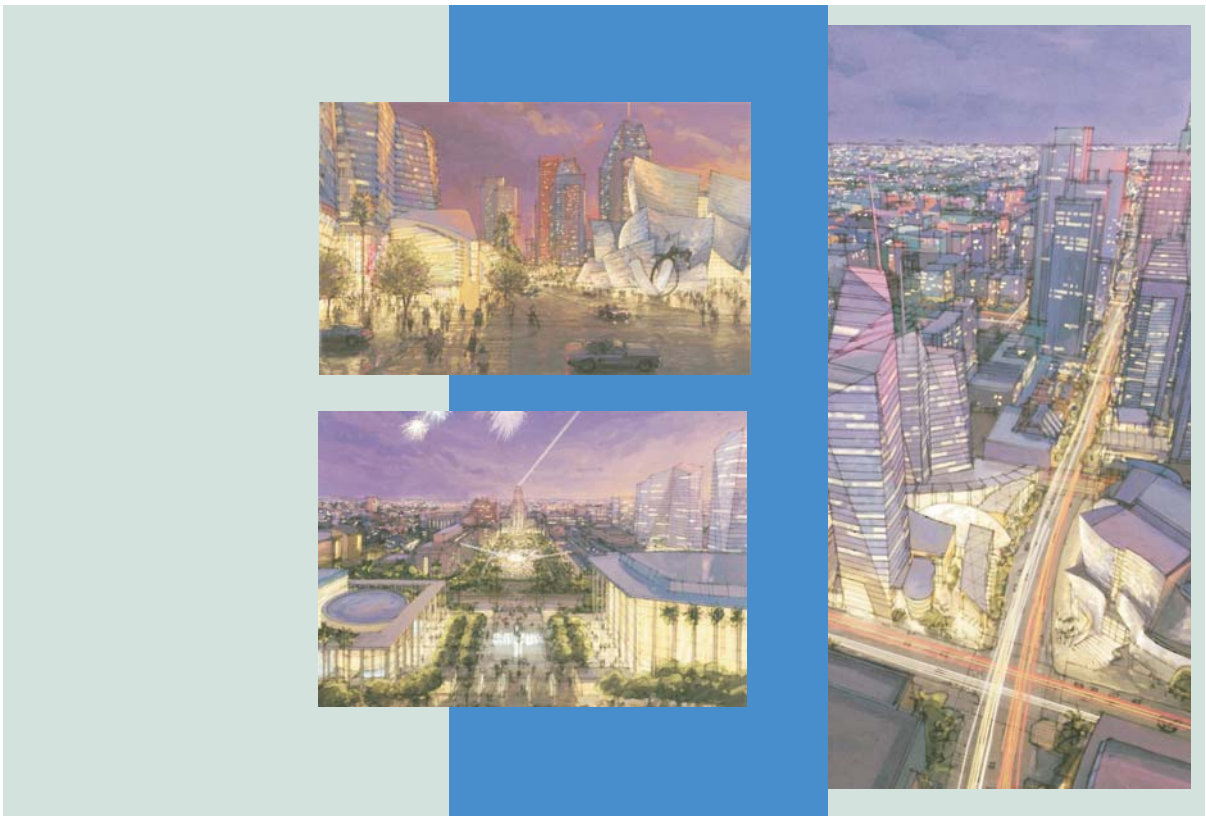




Figure 11  
Related Projects Map

Source: The Mobility Group, 2006

#### IV. ENVIRONMENTAL IMPACT ANALYSIS



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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### A. LAND USE

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#### I. INTRODUCTION

Development on the Project site, with the exception of the Civic Park, is guided by policies and regulations set forth in local and regional plans as well as the Los Angeles Municipal Code (LAMC), which establishes the zoning standards applicable for the Project Site. The provisions set forth in these plans have been adopted for the purpose of eliminating or reducing potential land use impacts as a result of development within their jurisdictional boundaries. Development of the Civic Park would occur under the jurisdiction of the County of Los Angeles. This section provides an analysis of the potential impacts of the Project with regard to consistency with applicable land use regulations, as well as the compatibility of the Project with the surrounding uses in the area. Secondary environmental effects caused as a result of the land use relationships analyzed in this Section are addressed in other sections of the EIR, such as Transportation (Section IV.B), Air Quality (Section IV.F), and Noise (Section IV.G).

#### 2. ENVIRONMENTAL SETTING

##### a. Existing Conditions

The proposed Project is located in the Bunker Hill and Civic Center areas of downtown Los Angeles. The three components of the Project include the following: (1) the Civic Center Mall, which is generally bounded by Spring Street and Grand Avenue on the east and west, and interior to the buildings that front on Temple and First Streets on the north and south; (2) the streetscape along Grand Avenue between Fifth Street on the south and Cesar E. Chavez Avenue on the north; and (3) Parcels L, M-2, Q, W-1, and W-2 which are located along Grand Avenue and Olive Street and are within the Bunker Hill Urban Renewal Project Area. Most of the streetscape is also within the Bunker Hill Urban Renewal Project Area. The streetscape north of First Street and the Civic Center Mall are within the Amended Central Business District Redevelopment Project Area. All of these locations are generally underutilized in relation to the urban setting and the potential of the area.

##### (1) Civic Center Mall

The approximately 16-acre Civic Center Mall consists of paved public open space, mature trees and shrubs, statues and monuments, fountains and pools, and surface parking. Hill

Street and Broadway divide the Civic Center Mall into three separate sections. The westernmost section, located between Hill Street and Grand Street is an approximately two-block-long area constructed over a 1,274-spaces subterranean parking structure. The existing Civic Center Mall garage forms the concrete floor plate for the park on the surface. The parking structure contains large entrance ramps on both Grand Avenue and Hill Street and pedestrian tunnels that lead from the parking structure under Grand Avenue to elevators that provide access to the Los Angeles Music Center. Vehicle tunnels also lead from the Civic Center Mall garage to the subterranean parking below the Music Center. Escalators connect the garage to the park surface.

The middle section of the Civic Center Mall, which includes the Court of Flags, is located between Broadway and Hill Street. The Metrorail Red Line subway runs below Hill Street and the north entrance to the Civic Center Red Line subway station is located at the north edge of the Court of Flags. Surface features for the station include an entrance plaza and escalators providing access to the below grade subway station. As with the westernmost Civic Center Mall section, a subterranean garage also underlies the Court of Flags. The subterranean structure is designed for 646 parking spaces; however, the two lower levels of the Court of Flags garage sustained damage in the Northridge earthquake and 325 spaces of this parking garage are currently not in use. Thus, parking capacity in the garage is limited to 321 spaces. Surface improvements consist of a combination of a paved area featuring flags, banners and mature trees.

The easternmost section of the Civic Center Mall is located between Spring Street and Broadway, directly across the street from the Los Angeles City Hall. This mall section is currently paved and used as a 349-space surface parking lot for the County Criminal Court building. The Civic Center Mall does not provide accommodations for regular civic programs or community or regional activities and is not used for typical community or regional recreation (i.e., passive vs. active recreational uses).

## **(2) Grand Avenue**

Grand Avenue is the primary activity center of the Bunker Hill and Financial Districts. The existing Grand Avenue streetscape between Fifth Street and Cesar E. Chavez Avenue supports a lively daytime pedestrian environment during the weekday in the Financial District, south of Third Street. North of Third Street, between Third Street and Temple Street, Grand Avenue passes by a series of cultural landmark venues such as MOCA, the Colburn School of Performing Arts, the Walt Disney Concert Hall, and the Los Angeles Music Center containing the Dorothy Chandler Pavilion, the Mark Taper Forum, and the Ahmanson Theater. Grand Avenue also passes along the west edges of the Civic Center Mall, the Los Angeles County Courthouse, and the Kenneth Hahn Hall of Administration, across from the Los Angeles Music Center. North of Temple Street, Grand Avenue passes the Cathedral of Our Lady of the Angels and, north of the Hollywood Freeway, Grand Avenue passes by the future Central Los Angeles Performing Arts Senior High School, currently under construction. These destination venues

create a unifying urban and cultural theme. Although the street frontage is notable due to the buildings and activities occurring along its edges, gaps generally occur in the continuity of pedestrian activity, including daytime and pedestrian nighttime activity.

Sidewalks fronting the Walt Disney Concert Hall were upgraded during the construction of the Walt Disney Concert Hall and include broad sidewalks with decorative pavement. Although sidewalks adjoining Parcel Q across from the Walt Disney Concert Hall were also upgraded with decorative pavement, the topography drops to the east and the ground surface of Parcel Q is located below the level of the Grand Avenue sidewalk. As such, this is a blank area with no direct pedestrian connection occurring between Parcel Q and the Grand Avenue sidewalk. Shrubbery has been planted to partially conceal the existing parking structure on Parcel Q. The remainder of Grand Avenue between First Street and Third Street generally bridges over General Thaddeus Kosciuszko (GTK) Way, which crosses under Grand Avenue in a separated grade crossing; Second Avenue, which tunnels below Grand Avenue and Bunker Hill; and Third Street, which tunnels below Grand Avenue and Bunker Hill. This allows a long stretch of uninterrupted sidewalk and reduces conflict between pedestrians and vehicles. However, a small two-lane section of aboveground Second Street passes along the south side of the Walt Disney Concert Hall, providing service and parking access to the Walt Disney Concert Hall and connection between Hope Street and Grand Avenue.

Pedestrian activities and amenities increase in the approximate location of Third Street, where pedestrian crossings are provided at the California Plaza. Entrance to Lower Grand Avenue, a street running below and parallel to Grand Avenue, is provided at Fourth Street. Lower Grand Avenue is a public street, which is used primarily to access adjacent parking facilities and loading areas. Light wells to provide light to the lower street are located in the median of upper Grand Avenue, between Third and Fourth Streets. In the area of Third Street, daytime pedestrian activity is high, due to the high daytime workforce and visitors to the area, and the crosswalks between the California Center, Wells Fargo Plaza, and the Omni Hotel. The quality of the streetscape is enhanced by high-quality adjoining uses in this area; however, the streetscape and landscape in the public right-of-way, has little coordinating theme or notable design. Pedestrian activity during the evening hours is minimal since many of the shops and street front restaurants close at the end of the workday and on weekends.

The streetscape north of Third Street supports a relatively lesser amount of pedestrian traffic due to the shortage of pedestrian accessible uses, such as shops, restaurants, plazas and other streetscape amenities. Bunker Hill Parcels L, M-2, and Q, which are located north of Third Street to First Street, have street frontages on Grand Avenue. These parcels are currently occupied by surface parking lots and a parking structure. The surface parking lots on Parcels L and M-2 are located below the grade of Grand Avenue and provide no street-front uses or direct accessibility. Parcel Q, accessible from First Street, is occupied by a multi-story steel frame parking structure with its bottom level located below the Grand Avenue street grade.

Although evening activity is higher in the area of the Los Angeles Music Center and Walt Disney Concert Hall, evening pedestrian activity on Grand Avenue is partially reduced by the tunnel access below Grand Avenue to the Music Center from parking structures below the Civic Center Mall. Evening pedestrian activity is also reduced due to the low number of after-theater destinations, such as restaurants, available in the vicinity. The Cathedral of Our Lady of the Angels is located at the northeast corner of Temple Street and Grand Avenue. This facility increases daytime activity in the vicinity of the cathedral, but, as with the Music Center and the Walt Disney Concert Hall, has limited nighttime pedestrian activity that spills into the surrounding neighborhood. A limited amount of on-street parking spaces are available along Grand Avenue; however, much of it is used for taxi and loading uses.

Pedestrian amenities along Grand Avenue decrease north of Temple Street, where Grand Avenue crosses over the Hollywood Freeway (I-101). The street front between the freeway overcrossing and Cesar E. Chavez Avenue is currently occupied on the west side by on- and off-ramps to and from the Hollywood Freeway and to the four-level freeway interchange to the west and a fast food restaurant. The Central Los Angeles Performing Arts Senior High School, currently under construction, occupies the east side of Grand Avenue, between the Hollywood Freeway and Cesar E. Chavez Avenue. The Performing Arts High School is the former location of the administration offices of the Los Angeles School District and old Fort Moore. The east portion of the school site along Hill Street is dedicated to the Fort Moore Memorial. Upon completion in 2008, the school will be primarily oriented toward Grand Avenue, within a relatively short setback to create a pedestrian-scale interface with the public street. A small fast food restaurant is located at the northwest corner of Grand Avenue and Cesar E. Chavez Avenue.

### **(3) Parcels L, M-2, Q, and W-1/W-2**

All five parcels proposed for development are currently utilized as vehicle parking lots. Parcels M-2 and L contain asphalt surface parking lots, surrounded by chain link fencing. Parcels L and M-2 comprise approximately 2.71 acres (gross areas). Parcel Q, an approximately 3.68-acre (gross areas) site, is developed with a steel, multi-level, 600-space parking structure. Parcels W-1/W-2 comprise approximately 3.92 acres (gross areas) and are used as an asphalt surface parking lot surrounded by a chain link fence. Five Star Parking manages the parking lots on Parcels Q, W-2 and L, and Prestige Parking manages the parking lot on Parcel M-2. The total area of the five development parcels is approximately 10.31 acres (gross areas) and 8.5 acres (net areas). Parcels Q and W-2 are currently owned by the County of Los Angeles and Parcels L and M-2 are owned by the CRA/LA. Parcel W-1 is currently privately owned.

The land uses in downtown Los Angeles in the vicinity of the Project site are shown in Figure 12 on page 154.



**LEGEND**

----- Project Site

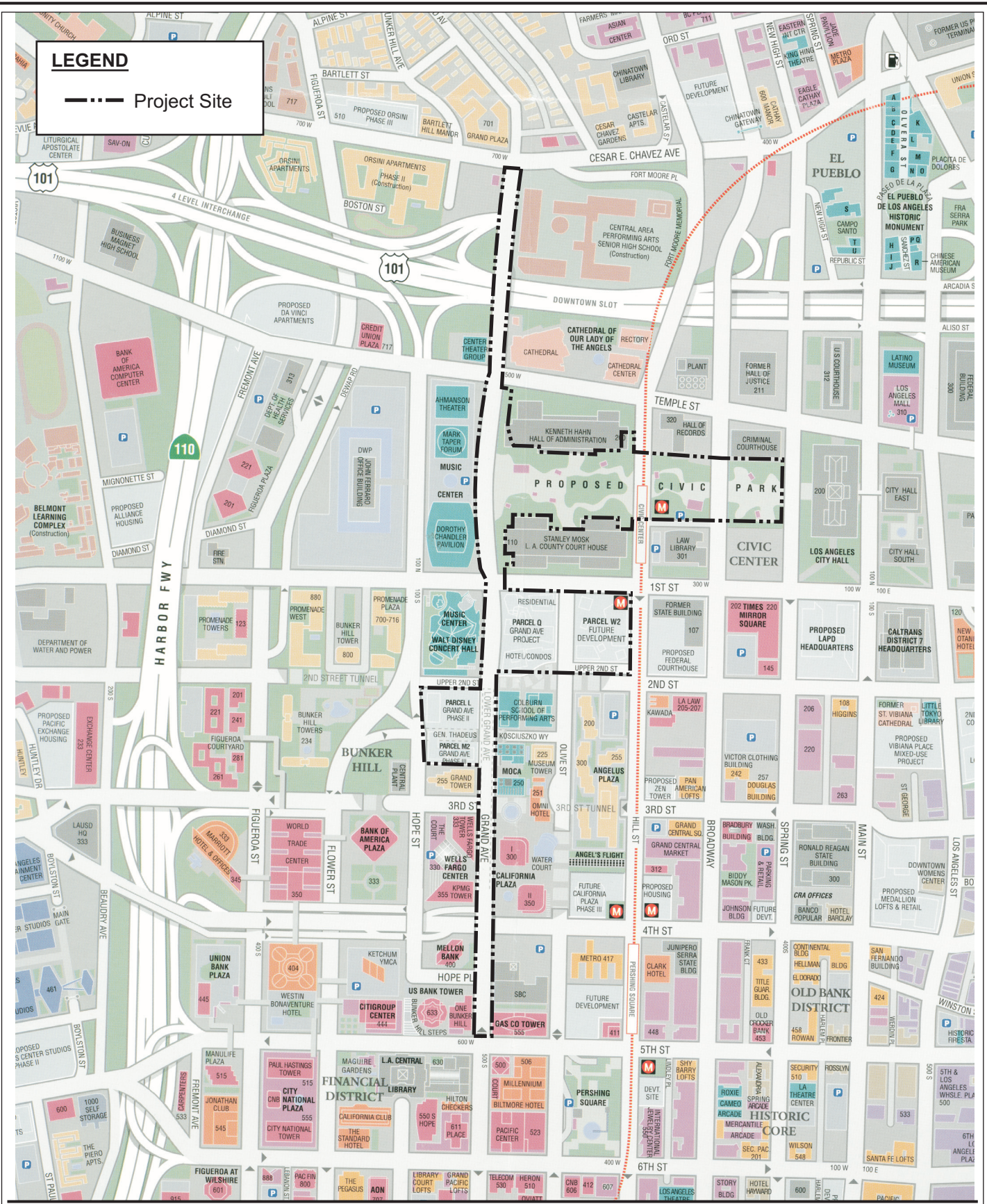


Figure 12  
Project Vicinity Land Uses

Source: CARTIFACT, 2006

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**b. Regulatory Framework****(1) Local Plans and Zoning****(a) City of Los Angeles General Plan**

California state law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. The General Plan must: (1) identify the need and methods for coordinating community development activities among all units of government; (2) establish the community's capacity to respond to problems and opportunities; and (3) provide a basis for subsequent planning efforts. The Los Angeles General Plan sets forth goals, objectives and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of state-mandated elements including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation. The major component of the City's Land Use Element is the 35 community plans that guide land use at the local level. The Project Site is located in the Central City Community Plan area.

**(b) City of Los Angeles General Plan Framework**

The City of Los Angeles General Plan Framework (Framework), adopted in December 1996 and readopted in August 2001, sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. General Plan Framework land use policies are further guided at the community level through community plans and specific plans.

The General Plan Framework land use chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed Use Boulevards) and provides policies applicable to each District to support the vitality of the City's residential neighborhoods and commercial districts. The Project Site, including the five parcels to be developed; Grand Avenue, between Cesar E. Chavez Avenue and Fifth Street; and the Civic Park are within the General Plan Framework's designated Downtown Center<sup>13</sup>. Downtown Los Angeles is described in the Framework as a concentration of government, corporations, financial institutions, industries, cultural venues, convention and entertainment facilities, hotels, housing, and supporting uses that serve the region, state, nation, and world. Its function, scale, and identity distinguish it as a unique place of national and international importance. As such it

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<sup>13</sup> *City of Los Angeles General Plan Framework, Long Range Land Use Diagram, Metro.*



is the primary destination for business travelers from around the world.<sup>14</sup> The Framework cites the adopted Downtown Strategic Plan as providing direction and guidance for the area's continued development and evolution, in which policies provide for business retention and the development of new housing opportunities and services to enliven the downtown and capitalize on the diversity of the City's population.<sup>15</sup> The Framework reflects the goals of the Downtown Strategic Plan and maintains the Downtown Center as the primary economic, governmental, and social focal point of the City, while increasing its resident community. The Framework states that, in order to support Downtown as the primary center of urban activity in the Los Angeles region, its development should reflect a high design standard. Additionally, nighttime uses should be encouraged and public safety enhanced to meet the needs of residents and visitors.<sup>16</sup>

Table 3-1 of the General Plan Framework lists the "encouraged uses"<sup>17</sup> within the Downtown Center that are the same as those for Regional Centers (corporate and professional offices, retail commercial, offices, personal services, eating and drinking establishments, telecommunications centers, entertainment, major cultural facilities, hotels, and similar uses, mixed use structures integrating housing with commercial uses, multi-family housing, major transit facilities, small parks and other community-oriented activity facilities), with the following additions:

- Major visitor and convention facilities;
- Government Offices;
- Industrial Uses; and
- Uses as recommended by the Downtown Strategic Plan.

The Housing Chapter of the General Plan Framework states that housing production has not kept pace with the demand for housing.<sup>18</sup> According to the General Plan Framework, the City of Los Angeles has insufficient vacant properties to accommodate the projected population growth and the supply of land zoned for residential development is the most constrained in the context of population growth forecasts.<sup>19</sup> The Housing chapter states that new residential

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<sup>14</sup> *Op. Cit, page 3-42.*

<sup>15</sup> *Ibid.*

<sup>16</sup> *Ibid.*

<sup>17</sup> *Op. Cit., Table 3-1, Land Use Standards, page 3-25.*

<sup>18</sup> *Op. Cit., page 4-1.*

<sup>19</sup> *Ibid.*

development will require the recycling and/or intensification of existing developed properties.<sup>20</sup> The General Plan Framework states that the City must strive to meet housing needs of the population in a manner that contributes to stable, safe, and livable neighborhoods, reduces conditions of overcrowding, and improves access to jobs and neighborhood services.<sup>21</sup>

The Urban Form and Neighborhood Design chapter of the General Plan Framework establishes the goal of creating a livable city for existing and future residents; a city that is attractive to future investment; and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and citywide scales. “Urban form” refers to the general pattern of building height and development intensity and the structural elements that define the City physically, such as natural features, transportation corridors, activity centers, and focal elements. “Neighborhood design” refers to the physical character of neighborhoods and communities within the City. The General Plan Framework does not directly address the design of individual neighborhoods or communities, but embodies generic neighborhood design and implementation programs that guide local planning efforts and lay a foundation for the updating of community plans. With respect to neighborhood design, the Urban Form and Neighborhood Design chapter encourages growth in centers, which have a sufficient base of both commercial and residential development to support transit service.

The Open Space and Conservation chapter of the General Plan Framework calls for the use of open space to enhance community and neighborhood character. The policies of this chapter recognize that there are communities where open space and recreation resources are currently in short supply, and therefore suggests that vacated railroad lines, drainage channels, planned transit routes and utility rights-of-way, or pedestrian-oriented streets and small parks, where feasible, might serve as important resources for serving the open space and recreation needs of residents.

The Transportation chapter of the General Plan Framework includes proposals for major improvements to enhance the movement of goods and to provide greater access to major intermodal facilities. The Transportation chapter acknowledges that the quality of life for every citizen is affected by the ability to access work opportunities and essential services, affecting the City’s economy, as well as the living environment of its citizens.<sup>22</sup> The Transportation chapter stresses that transportation investment and policies will need to follow a strategic plan, including capitalizing on currently committed infrastructure and adoption of land use policies to better utilize committed infrastructure. The Transportation Chapter of the General Plan Framework is implemented through the Transportation Element of the General Plan. The applicable policies of

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<sup>20</sup> *Ibid.*

<sup>21</sup> *Op. Cit., page 4-2*

<sup>22</sup> *Op. Cit., page 8-2.*

the General Plan Framework are evaluated and compared to the proposed Project in Table 5 starting on page 175.

### **(c) Los Angeles General Plan Housing Element**

The Housing Element of the Los Angeles General Plan, adopted December 18, 2001, is a program to guide short-term housing activities in the City, as opposed to the General Plan Framework, which provides long-range housing goals. The Housing Element addresses the need for housing for all income levels, jobs, transportation, recreation opportunities, and livable communities for all people in the City. The primary goal of the Housing Element is to provide a range of housing opportunities for all income groups. The current Housing Element covers a period of seven years through 2005. Issues addressed by the Housing Element include housing quantity, livable communities, equal housing opportunities, and governmental and nongovernmental constraints. The Housing Element is discussed further in Section IV.E, Population and Housing.

### **(d) Central City Community Plan**

The land use policies and standards of the General Plan Framework and General Plan elements are implemented at the local level through the Community Plan. The community plan promotes an arrangement of land uses, streets, and services, which will contribute to a healthful and positive physical environment. The proposed Project is located in the Bunker Hill and Civic Center areas of the Central City Community Plan. The goal of the Central City Community Plan, adopted January 8, 2003, is to create an environment conducive to conducting business and to actively promote Downtown Los Angeles as the economic center for the region and California. The plan seeks to encourage investment in Central City of all types of businesses including commercial office, retail, manufacturing, and tourism, which in turn expand job opportunities for all of the city's residents. The Central City Community Plan was developed in the context of promoting a vision of the Central City area as a community that:

- Creates residential neighborhoods, while providing a variety of housing opportunities with compatible new housing;
- Improves the function, design, and economic vitality of the commercial districts;
- Preserves and enhances the positive characteristics of existing uses which provide the foundation for community identity;
- Maximizes the development opportunities of the future rail transit system while minimizing adverse impacts; and

- Plans the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the Central City Community.

The Central City Community Plan land use designations for the five parcels proposed for development and the Civic Center Mall are illustrated in Figure 6, Section II of this Draft EIR.<sup>23</sup> As shown in the Community Plan, the five parcels proposed for development are designated as Regional Center Commercial, which corresponds to the existing R5-4D and C2-4D zoning of the parcels. The R5-4D and C2-4D zones allow for high-density residential and commercial uses.

The Community Plan describes issues facing the community that may be addressed through the planning process. Issues associated with residential land uses include the need to create a significant increase in housing for all incomes, particularly middle income households; lack of neighborhood-oriented businesses to support residential areas; lack of affordable housing for workers in the industrial sector, thus aggravating the jobs-housing imbalance, as primary residential land use issues. Primary commercial land use issues include a perceived lack of safety and cleanliness; lack of design continuity and cohesiveness along commercial frontages; lack of a positive downtown image; aging infrastructure; lack of the necessary mix of retail uses to attract a variety of users to the downtown area in the evenings and on the weekends. The Community Plan describes features of the area that contribute to the Central City's land use goals as "opportunities." Opportunities to address the issues are the area's ample supply of residential zoning, new construction of CRA/LA-financed low and moderate income housing in South Park; recent construction of new middle income housing towers, available office and retail space, and the concentration of governmental and financial sectors that provide a captured market with the demographics and purchasing power to support retail and business.<sup>24</sup>

The Central City Community Plan also describes transportation as an important land use issue, citing inadequate and aging infrastructure; severe traffic congestion resulting from the concentration of governmental and financial services; limited bus service on weekends, thus impacting certain retail and business districts such as Broadway; inadequate coordination of objectives, plans, and programs in the Central City; and inadequate connection between major downtown activity nodes and districts. Opportunities to address transportation issues are the network of rail, bus, and freeways providing multi-modal and comprehensive geographic access; shared parking facilities enabled by the Civic Center Shared Facilities and Enhancement Master Plan; the opportunity to improve bus and commuter/shuttle services and internal circulation; the opportunity to institute a wayfinding signage program for parking, transit, and pedestrian

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<sup>23</sup> *Op. Cit., page 1-4).*

<sup>24</sup> *Op. Cit., pages 1-13 to 1-14.*

facilities, and the opportunity to conduct a study of parking needs and resources as surface lots are developed downtown.

The land use goals of the Central City Community Plan are set forth as objectives, policies and programs for all appropriate land use issues. Policies and programs describe specific measures by which objectives may be implemented. The land use objectives of the Central City Community Plan are evaluated and compared to the proposed Project in Table 6 which starts on page 180.

**(e) Bunker Hill Redevelopment Plan (1970)**

The proposed development parcels and a portion of the proposed Grand Avenue Streetscape Program are located within the 136-acre Bunker Hill Urban Renewal Project. The Bunker Hill Redevelopment Plan (Redevelopment Plan), adopted in 1959 and amended in 1968 and 1970, sets forth the activities of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in the acquisition, relocation, property management, owner participation, and financing of projects within the Bunker Hill Urban Renewal Project Area. The Redevelopment Plan is intended to benefit the people of the City of Los Angeles through a variety of land use measures, including the provision of convenient and efficient living accommodations for downtown employees, and the elimination of a misuse of land adjacent to the Civic Center and Central Business District resulting in a stagnant and unproductive condition of potentially useful land. The Redevelopment Plan also sets objectives for land use and improvements in streets, public rights-of-way, easements, and utilities. Land uses proposed by the Redevelopment Plan include residential and commercial uses, public buildings, a central heating and cooling plant, public and semi-public areas, structures over and under public rights-of-way, landscaping of public thoroughfares and other uses.

The residential policies of the Redevelopment Plan propose multi-family housing with necessary parking within Parcels L and M. The Redevelopment Plan also states that residential uses may also be permitted in designed as commercial areas with the approval of the CRA/LA and the City of Los Angeles Planning Commission.<sup>25</sup> The Redevelopment Plan recommends that Parcel Q and (currently) developed sites in the Upper Hill Commercial Office Plaza (Parcels K, N, O, R, S, T, and U) be developed predominantly with large office buildings and may include facilities for parking, retail shopping, dining, entertainment, cultural, recreational, transient residential, and similar facilities. Parcels W-1/W-2 are recommended for development with office buildings and parking facilities.

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<sup>25</sup> *Bunker Hill Redevelopment Plan, Section 803 (page 15).*

The CRA/LA is authorized to permit the establishment or enlargement of public or semi-public uses including easements which are consistent with the purpose of the Redevelopment Plan. To further implement the Redevelopment Plan, the CRA/LA is authorized to convey development rights or permission for the construction of structures above, below and between public rights-of-way, as consented to by the City of Los Angeles.

Under the Redevelopment Plan, neighborhood-type commercial facilities, as approved by the CRA/LA, are permitted in conjunction with development of residential property to permit easy access to everyday items by nearby residents. Section 811 of the Redevelopment Plan provides that the maximum density in residential areas shall not exceed 250 persons per acre. Maximum land coverage in residential areas is set at 40 percent and in commercial areas as 50 percent. Calculations of required open space may include buildings which have rooftop levels developed with malls, plazas, and similar park-like areas that are part of the pedestrian system.<sup>26</sup>

Under the Redevelopment Plan, the total building floor area (excluding exempt structures such as affordable housing units) may not exceed five times the total of all parcels in the Bunker Hill Urban Renewal Project Area. However, according to the Redevelopment Plan, if, as a result of improvements in the traffic system, provision of transit facilities or other developments, access to and from the project will be so improved as to permit a higher building bulk to be served adequately, the total building floor permitted in the Urban Renewal Project Area may be increased to a 6:1 ratio by an amendment to the Design for Development.<sup>27</sup> The applicable policies of the Bunker Hill Redevelopment Plan are evaluated and compared to the proposed Project in the discussion of Project impacts in Section IV.A.3.c.1(h), below.

#### **(f) Bunker Hill Design for Development (1971)**

The Bunker Hill Design for Development, adopted in 1968 and revised in 1971, establishes the density, land use, circulation and design criteria for the implementation of the Amended Bunker Hill Redevelopment Plan. The Design for Development incorporates a diagram, the Bunker Hill Illustrative Project Data, which provides the estimated use, floor area, number of buildings, percent of lot coverage, parking and floor area ratio (FAR) for approximately 25 parcels (A through Y) in the Bunker Hill Urban Renewal Project Area.<sup>28</sup> The existing (1971) Design for Development describes the Bunker Hill Urban Renewal Project Area as consisting of the following three zones: (1) Upper Hill Commercial Zone, (2) Lower Hill

<sup>26</sup> *Op Cit., Sections 811 and 812 (page 17).*

<sup>27</sup> *Op. Cit., Section 814 (pages 17 and 18).*

<sup>28</sup> *The total average FAR for the Bunker Hill Urban Renewal Project would be revised through the proposed Amended Design for Development to the Bunker Hill Redevelopment Plan (NOP for the Amended Design for Development to the Bunker Hill Redevelopment Plan February 28, 2005).*

Commercial Zone, and (3) Residential Zone. Parcels Q and W1/W-2 are located the Upper Hill Commercial Zone and Parcels L and M are located in the Residential Zone. The existing Design for Development proposes a total of 3,750 dwelling units, 3,000 hotel motel units, 12 million square feet of office space, and more than 500,000 square feet of retail space. The existing Bunker Hill Design for Development anticipates a resident population of approximately 7,000 and a working population of approximately 60,000. The existing Design for Development also establishes vehicle and pedestrian circulation criteria for each of the three “zones.” Circulation policies include pedestrian amenities, footbridges, reduction of at-street crossings. The existing Design for Development land use, pedestrian and vehicular circulation policies are evaluated and compared to the proposed Project in Table 7 which starts on page 186.

### **(g) Development of Parcels K, Q, and W2 (1991)**

The 1991 approved Owner Participation Agreement (OPA) for Parcels K, Q, and W-2, between the County of Los Angeles and the CRA/LA set forth the parameters for future development within these three parcels. Under the 1991 OPA, Parcel Q would be developed with office and retail uses, Parcel W-2 would continue to be used as a surface parking lot and Parcel K, the site of the Walt Disney Concert Hall, was anticipated in the 1991 OPA to be developed as an entertainment venue along with a hotel, meeting rooms/ballrooms, retail uses and offices. Under the approved OPA, if less development occurs in Parcel K, the left-over development rights can be assigned to Parcel Q. Development of the Project as proposed, would require an amendment to the OPA to reflect the currently proposed development parameters.

### **(h) Downtown Strategic Plan**

The Downtown Strategic Plan, approved by the Los Angeles City Council in 1994, recommends programs and projects that are intended to create a more prosperous and equitable future for downtown Los Angeles. The Downtown Strategic Plan identifies challenges that are also raised in the more recent Central City Community Plan. The Strategic Plan identifies and addresses such issues as the irregular economic role of the Central City, the Central City’s deteriorating historic core and homelessness. According to the Downtown Strategic Plan, the vital and exciting districts of Downtown are disconnected and isolated, and thus they fall short of making the combined economic and cultural contribution that the downtown and its adjacent neighborhoods require. Also according to the Strategic Plan, the great cultural and civic institutions of the City seem remote to many citizens and are less utilized and nurtured than they deserve.<sup>29</sup>, Another issue presented in the Downtown Strategic Plan is the impact of the perception of the Central City as being neither safe nor clean upon tourism, and traffic congestion. The Downtown Strategic Plan also recognizes the need to substantially increase the

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<sup>29</sup> *Introduction to the Downtown Strategic Plan (1994).*

residential presence in the Central City community. According to the Downtown Strategic Plan, the viability of Downtown Los Angeles will largely depend on the continued economic growth and development of the city as a whole, in which the public and private sectors must establish a strategy that will create a positive business climate, attract private investment, create and retain jobs, and provide a safe and attractive environment. The Downtown Strategic Plan programs that are applicable to the Project area, including tourism, social responsibility, safety, cleanliness, open space, residential neighborhoods, environment, and arts and culture are evaluated and compared to the proposed Project in Section IV.A.3.c, below.

The intent of the Downtown Strategic Plan for Bunker Hill is to introduce appropriate community-making elements, such as neighborhood retail stores, streetscape, and community facilities that are currently missing. A goal of the Downtown Strategic Plan is also to introduce housing with commercial uses that would allow for a greater mix of multiple uses. Under the Downtown Strategic Plan, Second Street would become a pedestrian link to connect Bunker Hill eastward to Hill Street. Grand Avenue is considered the principal activity center of the district. The Downtown Strategic Plan also intends to strengthen the Civic Center as a regional center for governmental employees through such measures as extending the Civic Center Mall to City Hall and to improve its accessibility to favor pedestrians. Downtown Strategic Plan programs that are related to the Project, but are not part of the Project, include proposed improvements on Hill and Olive Streets. Under the Downtown Strategic Plan, the north ends of Hill and Olive Streets would be converted to avenidas, which would connect the Civic Center Mall with Pershing Square. The improvements would include bus lanes, reduced auto lanes, widened sidewalks, if feasible, along one side of each street and pedestrian friendly crosswalks. The intent of the improvements is to better connect Bunker Hill to the Grand Central Market and the Broadway District. Applicable objectives of the Downtown Strategic Plan are evaluated and compared to the proposed Project in Table 8 which starts on page 189.

#### **(i) Los Angeles Civic Center Shared Facilities and Enhancement Plan**

The Los Angeles Civic Center Shared Facilities and Enhancement Plan (1997) was prepared by the Los Angeles Civic Center Authority, consisting of members of the Los Angeles County Board of Supervisors, the Los Angeles City Council, and representatives of various City and County departments, including Planning, Public Works, Internal Services, General Services, and Transportation. Civic facilities, including county, state, city, and federal buildings centered around Los Angeles City Hall and the Civic Center Mall are the focus of the Shared Facilities and Enhancement Plan. The Plan is driven by the need to coordinate and capitalize on the activity in the Civic Center and the need to review potentially detrimental policies that would undermine the economic vitality of the civic center. The Civic Center Shared Facilities and Enhancement Plan includes several components including: a land use plan, which comprises a mix of civic, governmental, cultural, mixed commercial/residential, and open space uses; a shared facilities plan for the sharing of energy plants, cafeterias, vehicle storage, reprographics,



auditoria, and child care; streetscape and development standards, and an implementation plan. The implementation plan identifies a cooperative process among levels of government for implementation of this Plan.

The Shared Facilities and Enhancement Plan redefines the Civic Center as the “Ten Minute Diamond,” in which the boundaries of the Civic Center are based on the distance an average person can walk in ten minutes. With City Hall as the center, a ten-minute walk captures the majority of existing government offices and cultural institutions within a diamond-shaped perimeter. The intent of the “Ten Minute Diamond” is to encourage the movement of people on foot and is a reasonable distance for providing services to the various agencies and departments within the Civic Center. Portions of the proposed Project, including Parcels Q and W-1/W-2 and the Civic Park are located within the “Ten Minute Diamond.” Under the Shared Facilities and Enhancement Plan, the suggested land use for Parcels Q and W-1/W-2, is a mix of commercial offices with residential and retail uses. Another feature of the Shared Facilities and Enhancement Plan is the upgrading of the Civic Center Mall into “Civic Gardens.” The intent of the Shared Facilities and Enhancement Plan is to transform the Civic Center Mall into a lush park-like setting which would serve as an oasis for workers, visitors, tourists, and residents.<sup>30</sup> Applicable development recommendations of the Shared Facilities and Enhancement Plan are evaluated and compared to the proposed Project in Table 9 which starts on page 195.

#### **(j) Proposed Amended Design for Development to the Bunker Hill Redevelopment Plan**

The CRA/LA is in the process of preparing an amended Design for Development to the Bunker Hill Redevelopment Plan. Pursuant to CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared, published and circulated. The NOP circulation period began on February 8, 2005. The CRA/LA is currently preparing a Draft EIR for the Design for Development amendment.

The proposed amendment would increase the average floor area ratio (FAR) of total development within the Bunker Hill Redevelopment Project to 6:1 FAR. Under the existing Design for Development, the total average floor area in the Bunker Hill Redevelopment Project is limited to 5.1 FAR (subject to the exceptions noted earlier in this section).

The proposed Amended Design for Development to the Bunker Hill Redevelopment Plan would provide for three development options of varying square footages of future residential and commercial development. The alternatives are: Maximum Housing/Minimum Office; Moderate Office/Reduced Housing; and Maximum Office/Reduced Housing. A range of alternatives is

<sup>30</sup> *Los Angeles Civic Center Shared Facilities and Enhancement Plan, page 8 (1997).*

intended to allow flexibility to the Community Redevelopment Agency of Los Angeles (CRA/LA) in addressing development opportunities that may arise in the Project Area.

**(k) City of Los Angeles Municipal/Planning and Zoning Code**

The Civic Park component of the Project is under the jurisdiction of the County of Los Angeles and thus, is not subject to the requirements of the Los Angeles Municipal Planning and Zoning Code. Parcels L and M-2 are zoned R5-4D, and Parcels Q and W-1/W-2 are zoned R5-4D and C2-4D. Under the Planning and Zoning Code of the City of Los Angeles Municipal Code (LAMC), Chapter 1, Section 12.14, a C2 zone allows for a variety of office, retail and residential uses. Prior zoning (R5 and C2) allowed 13:1 FAR, although subsequent zoning designations (R5-4D and C2-4D) on Parcels L, M-2, Q, and W-1/W-2 limit the maximum FAR to 6.0:1, except for potential transfers of floor area. Under the applicable provisions of LAMC Section 12.11.C.3 and Section 12.22(A)(18), residential uses in the C2 zone in Redevelopment areas must comply with the zoning requirements of the R5 zone, in which one dwelling unit is permitted per 200 square feet of land area.<sup>31</sup> The R5 zone allows multi-family housing, hotels and similar uses. Under LAMC Section 12.11.C.4, the R5 zone allows a maximum residential density of one dwelling unit per 200 square feet of land area. The exact percentages C2- and R5-zoned areas on Parcels Q and W-1/W-2 are not known. However, approximate percentages of areas located within the C2 and R5 zones, the net land area and the gross land area is shown in Table 4 on page 166.

The existing C2 and R5 zones are also designated “4D.” The “4” designation allows an FAR of 13:1 (13 times the buildable area of the lot). The term, “Height District 4” applies to allowable floor area and not to any height restrictions in these zones. Furthermore, there are no height restrictions for the five development parcels. The “D” designation provides a “by right” FAR of 6:1 (six times the buildable area of the lot) for individual parcels, per the Community Plan. The 6:1 FAR may only be exceeded under the following circumstances: (1) if a project is reviewed by and approved by the Planning Commission and City Council, or (2) if additional density is obtained through a City Council-approved transfer process. Under LAMC Section 12.22, residential uses containing affordable housing are eligible for a density bonus up to 35 percent.

Under LAMC Sections 12.21.G.2, new construction shall have 100 square feet of usable open space for each unit having less than three habitable rooms; 125 square feet of usable open space for each unit having three habitable rooms; and 175 square feet of usable open space for each unit having more than three habitable rooms. According to LAMC Section 12.14, the C2

<sup>31</sup> LAMC Section 12.22(A)(18). Exception allows for the application of 1 unit per 200 square feet of land area in the C2 zone in a designated Redevelopment Area or Mixed-Use area designated as Regional Commercial.

**Table 4****Existing Zoning**

	<b>Parcel Q</b>	<b>Parcels W-1/W-2</b>	<b>Parcels L and M-2</b>	<b>Total</b>
R5 Zone (percentage of lot area)	75 percent	40 percent	100 percent	
Area Zoned R5	97,357 sq. ft.	57,151 sq. ft.	97,574 sq. ft.	252,082 sq. ft.
C2 Zone (percentage of lot area)	25 percent	60 percent	0 percent	
Area Zoned C2	32,452 sq. ft.	85,726 sq. ft.	0 sq. ft.	118,178 sq. ft.
Net Area	2.98 acres (129,809 sq. ft.)	3.28 acres (142,877 sq. ft.)	2.24 acres (97,574 sq. ft.)	8.5 acres 370,260 sq. ft.
Gross Area	3.68 acres	3.92 acres	2.71 acres	10.31 acres

*Source: PCR Services Corporation, 2006.*

zone requires no front yard setback with either residential or commercial uses. For portions of buildings erected and used for residential purposes, maximum 16-foot side yards for buildings higher than six stories and 15-20 foot rear yards, depending on building height would be required. No side or rear yards would be required for commercial buildings. Setback exemptions are also available to mixed uses. The LAMC also establishes standards for off-street parking and usable open space. Applicable LAMC requirements are evaluated and compared to the proposed Project in Table 10, which starts on page 199. Code-required off-street parking is described and evaluated in Section IV.B, Traffic, Circulation and Parking, of this Draft EIR.

## **(2) Regional Plans**

The Project site is located within the boundaries of the Southern California Association of Governments (SCAG), the State-mandated Congestion Management Program (CMP), implemented in the Project area by the Metropolitan Transit Authority (MTA), and the South Coast Air Quality Management District (SCAQMD).

### **(a) SCAG's Regional Comprehensive Plan and Guide**

The Southern California Association of Governments (SCAG) is a joint powers agency with responsibilities with respect to regional planning issues. SCAG's responsibilities include preparation of the Regional Comprehensive Plan and Guide (RCPG), by a consultative process

with its constituent members and other regional planning agencies.<sup>32</sup> The RCPG is intended to serve as a framework for decision-making with respect to regional growth that is anticipated for the year 2015 and beyond, including growth management and regional mobility. In addition, the RCPG proposes a voluntary strategy for local governments to use in addressing issues related to future growth and in assessing the potential impacts of proposed development projects within a regional context. For planning purposes, the SCAG region has been divided into 14 subregions. The Project site is located within the City of Los Angeles subregion. The RCPG includes five core chapters (Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management) that respond directly to the federal and state requirements placed on SCAG and form the basis for the certification of local plans. Ancillary chapters within the RCPG (Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Waste Management) reflect other regional plans but do not contain actions or policies required of local governments.

Adopted policies related to land use are contained primarily in Chapter 2, Growth Management, of the RCPG. The purpose of the Growth Management chapter is to present forecasts that establish the socio-economic parameters for the development of the Regional Mobility and Air Quality chapters of the RCPG and to address issues related to growth and land consumption. These parameters encourage local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, protect natural resources, and enhance the quality of life in the region. Applicable RCPG policies are evaluated and compared to the proposed Project in Table 10 which starts on page 199.

### **(b) Air Quality Management Plan**

The SCAQMD was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act. The SCAQMD is responsible for bringing air quality in the South Coast Air Basin (SCAB) into conformity with federal and state air pollution standards. The SCAQMD is responsible for monitoring ambient air pollution levels throughout the South Coast Air Basin and for developing and implementing attainment strategies to ensure that future emissions will be within federal and State standards. The SCAQMD's Air Quality Management Plan (AQMP), last amended in 2003, presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts (CCAA), including a comprehensive list of pollution control measures aimed at reducing emissions. Specifically, the AQMP proposes a comprehensive list of pollution control measures aimed at reducing emissions and achieving ambient air quality standards. Further discussion of the AQMP can be found in Section IV.F, Air Quality, of this EIR.

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<sup>32</sup> Major portions of the Plan (e.g., the Growth Management Section) were originally approved in 1994 and reprinted in the 1996 version.

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### (c) Congestion Management Program

The Los Angeles County Metropolitan Transportation Authority (MTA) administers the Congestion Management Program (CMP), a state-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. The CMP includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. CMP guidelines specify that those freeway segments to which a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of designated CMP roadway intersections to which a project could add 50 or more trips during either peak hour. The CMP is discussed further in Section IV.B, Transportation, Circulation and Parking.

## 3. ENVIRONMENTAL IMPACTS

### a. Methodology

The evaluation of land use impacts addresses the compatibility of the Project with surrounding uses in the vicinity of the Project Site as well as consistency of the proposed Project with adopted plans, policies and ordinances. The intent of the compatibility analysis is to determine whether the Project would be compatible with surrounding uses in relation to use, size, intensity, density, scale, or other factors. The compatibility analysis is based on aerial photography, land use maps, and field surveys in which surrounding uses were identified and characterized. As such, the analysis addresses general land use relationships and urban form. The determination of consistency with applicable land use policies and ordinances is based upon a review of the previously identified planning documents that regulate land use or guide land use decisions pertaining to the Project Site. CEQA Guidelines Section 15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision-makers should address. Evaluations are made as to whether the Project is inconsistent with such plans. Projects are considered consistent with the provisions of identified regional and local plans if they are compatible with the general intent of the plans, and would not preclude the attainment of their primary intent.

### b. Thresholds of Significance

Based on the factors set forth in the City of Los Angeles *CEQA Thresholds Guide* (1998), the proposed Project would have a significant impact on land use if:

- The proposed development would be incompatible with surrounding land uses or land use patterns in relation to scale, use, or intensity; or
- The project would not be consistent with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

### **c. Impact Analysis**

#### **(1) Proposed Project**

##### **(a) Land Use Compatibility**

##### **(i) Compatibility with Surrounding Land Uses**

###### **Civic Park**

The current conceptual plan for the Civic Park would include a Great Lawn and the Grand Terrace in the westernmost section, in which the focus would be on cultural and entertainment uses. As the “Cultural and Entertainment” section, this area would include public activity kiosks, movable seating and tables, and food and drink concessions. Most of the existing trees and shrubs would be removed or relocated for the construction of new lawn, garden, and plaza spaces. Exiting parking structure ramps at both Grand Avenue and Hill Street would be reconfigured for the enhancement of pedestrian access. Some structural improvements to the garage may be required to support the new landscaping and park infrastructure and the demolition of a portion of the existing pedestrian tunnels below Grand Avenue would be required. These tunnels would be replaced by new stairs and elevators, which would extend from the park to the new Grand Avenue Plaza in Civic Park. From the Grand Avenue Plaza, the pedestrian crossing to the Los Angeles Music Center would be enhanced so that all crossings of Grand Avenue would be at grade.

The existing Court of Flags, located between Broadway and Hill Street, would be used as a new garden-oriented space. The preliminary conceptual plan for this area would maintain the Metro Red Line plaza and entrances, currently located on the west end of the Court of Flags, in their existing locations. Any minor changes to the transit plaza would be implemented without disruption to operations. Implementation of the conceptual design would require the demolition of most of the existing surface features, with the intent of causing minimal damage to the top structural slab of the parking garage. The stairs to Broadway would be rebuilt, and various elements of the existing mall, including flagpoles and plaques would be relocated.

The surface parking lot in the easternmost section of the Civic Park would be removed and the park would be extended to Spring Street and City Hall. The area now occupied by the parking lot would feature a large paved plaza. The conceptual design for this section of the Civic Park also incorporates small multi-use pavilions into the proposed facilities. The intent is to have adequate space for festival and artistic event programming, along with small pavilions that could host food and drink concessions. In addition to gathering areas, spaces for games and rides, and restrooms and storage would be provided. Pedestrian crossings would be improved to improve linkages between all areas of the park and to encourage pedestrian activity.

The Civic Park is bordered on three sides by governmental buildings including the Los Angeles City Hall on the east; the Los Angeles County Courthouse and Law Library on the south; and the Kenneth Hahn Hall of Administration, the County Hall of Records, and the County Criminal Courthouse on the north. The Los Angeles Music Center borders the Civic Park on the west. The Civic Park would be consistent with the public nature of surrounding land uses and would complement and enhance the increased residential presence and pedestrian activity in downtown. No land use issues associated with incompatibility of scale, use, intensity, or density would occur and, as such, the Civic Park would have a less than significant land use impact.

### **Grand Avenue Streetscape Improvements**

Improvements to the Grand Avenue streetscape, between Fifth Street and Cesar E. Chavez Avenue, would include the installation of landscaping and landscape irrigation systems for new street trees, plants and shrubs; paving systems for sidewalks and adjoining plazas, streets, and curbs; banners, graphics, signage, and way-finding systems, as needed; special improvements, such as public art, pavilions for private and public use, and kiosks; street, pedestrian, and landscape lighting; benches, chairs, and other seating systems; and trash receptacles. Improvements would also include wider sidewalks, where feasible, to improve pedestrian movement and create a positive environment for sidewalk cafes, special events, and building entrances. Street furnishings would be consistent with the modern identity of the street and improve the street environment. Grand Avenue is bordered by culturally important buildings including MOCA, the Walt Disney Concert Hall, the Dorothy Chandler Pavilion, the Cathedral of Our Lady of the Angels, California Plaza, and the Wells Fargo Center. The improvements to the Grand Avenue streetscape would complement existing buildings and land uses and would enhance pedestrian activity. No land use issues associated with incompatibility of scale, use, intensity, or density would occur and, as such, the streetscape component of the Project would have a less than significant land use impact.

## Development Parcels Q, L, M-2, and W-1/W-2

The analysis of land use compatibility addresses whether the Project with County Office Building Option would be compatible in terms of land use, size, intensity, density, and scale with surrounding uses. Proposed development across the five parcels would be located in the northwest sector of Downtown Los Angeles, which is currently developed with an array of high-rise commercial and residential uses and governmental facilities. Parcels L and M-2, under the Conceptual Plan, would be developed with two high-rise residential buildings, a restaurant and neighborhood and regional retail uses. Development would include a strong street-front retail edge that would help define Grand Avenue as a primary urban avenue and would reinforce the street-front retail that would also be incorporated into Parcel Q. The Conceptual Plan for Parcels L and M-2 also calls for a large open courtyard accessible to Hope Street and Grand Avenue that would improve the pedestrian linkage between the existing Bunker Hill development west of Hope Street and Grand Avenue. Land uses surrounding Parcels L and M-2 include the Grand Promenade Tower, a 28-story residential high-rise adjoining Parcel M-2 to the south; the Bunker Hill Towers residential complex to the west; and the Bunker Hill Tower, Promenade West, and Promenade Plaza residential complex to the northwest; Walt Disney Concert Hall to the north; and the Colburn School of Performing Arts, MOCA, the Museum Tower, and the Omni Hotel to the east.

The Conceptual Plan for Parcel Q calls for a high-rise hotel/residential tower, a mid-rise residential building, and retail uses. The retail component of Parcel Q is anticipated to be developed as a collection of retail/specialty shops, market, food hall, bookstore, mini-anchor retail use, health club, events facility, and restaurants spanning several floors. Retail uses would form an edge with Grand Avenue to enhance pedestrian activity along that street. Outdoor public open space within Parcel Q would emphasize pedestrian connections to Grand Avenue and First Street. The outdoor public space in Parcel Q would be integrated into the streetscape improvements program on these streets. The developed edges on Grand Avenue and First Street would be urban in character, while the developed edge on the south would be residential in character. The pedestrian-oriented open space, under the Conceptual Plan, would include a landscaped and highly finished plaza, numerous seating areas, integrated public art and/or fountains, and a collection of gathering places. The central courtyard area would lead to a pedestrian bridge over Olive Street to connect with Parcel W-1/W-2 which would allow access to the transit portal located at the northeast corner of Parcel W-2. Under the Conceptual Plan, Parcel W-1/W-2 would consist of a high-rise residential building, a mid-rise County office building or residential building, and low-rise neighborhood and regional retail uses. Public open space on Parcels W-1/W-2 is anticipated to provide direct access to Hill Street, First Street and Second Street. Land uses surrounding Parcels Q and W-1/W-2 are the Walt Disney Concert Hall to the west, the Dorothy Chandler Pavilion to the northwest (diagonally across Grand Avenue), the Los Angeles County Courthouse and Civic Center Mall to the north, the proposed federal



courthouse site to the east, and the Angelus Plaza, Colburn School of the Performing Arts, MOCA, Museum Tower, and the Omni Hotel to the south.

The residential component of the Project would contribute to street activity during evenings and weekends. With an active resident presence, other businesses and restaurants in the area would be inclined to extend their hours to these time periods. The availability of services and entertainment in the weekend and evening hours, including services and restaurants contained within the Project, would enhance the experience of Walt Disney Concert Hall, Music Center, and MOCA patrons who may wish to dine, stroll, or shop in the area before or after attending other cultural activities. The Project's restaurant, shops, and grocery market would also accommodate employees in the area and students at the Colburn School who may wish to shop or dine. The developed edge on Grand Avenue along Parcels L and M-2, and Q would also create a continuous active and interesting street front between the commercial uses south of Third Street and the Civic Park. The development of Parcels L and M-2 would improve access for residents of the Bunker Hill Towers to shops and retail uses along Grand Avenue. The Project's hotel would also provide accommodations for patrons or business visitors to downtown's governmental institutions and burgeoning cultural and commercial uses. Under the Project with County Office Building Option, the County office building in Parcels W-1/W-2 would be consistent with the existing pattern of government buildings along the north side of First Street, between Grand Avenue and San Pedro Street, and just south of Parcels W-1/W-2, east of Hill Street. On the other hand, if the Project with Additional Residential Development Option is implemented, then the residential development within Parcel W-2 would be consistent with adjacent residential uses (e.g., Angelus Plaza) to the south of Second Street. Under both the Project with County Office Building Option and the Project with Additional Residential Development Option, the Project would also provide housing, among others, for government employees and other downtown workers. The Project's residential and commercial uses would support the existing uses in the area by providing land uses that would be interactive with existing surrounding uses. As such, the Project would be consistent in land use to surrounding uses, and complement and increase the enjoyment of surrounding uses.

In relation to intensity and scale, the Project's high-rise development would be transitional between the existing highest buildings (50 to 73 stories) in the Financial District to the south and the tall government buildings to the east. The Project would be consistent with the scale of surrounding development, and would meet the standards of density common to modern development in the Bunker Hill Urban Renewal Project Area and other areas in downtown Los Angeles. In addition, the Project would be consistent with the overall average 5:1 FAR, subject to the exceptions noted earlier in this section, for the Bunker Hill Urban Renewal Project. Therefore, land use impacts associated with the Project's size, intensity, density, and scale would be less than significant. Since the Project with County Office Building Option would be consistent with or complementary to existing uses and consistent with the existing and projected

density and scale of the area, no significant impacts relative to land use compatibility between the Project and surrounding uses would occur.

### **(b) Consistency of the Project with Zoning and Land Use Plans and Policies**

As discussed above, the development of the Project would be subject to numerous plans as well as the development regulations in the City of Los Angeles Municipal Code (LAMC). The Project would be substantially consistent with the Bunker Hill Redevelopment Plan and with the objectives of the Los Angeles General Plan Framework, the Central City Community Plan, the Downtown Strategic Plan, the Los Angeles Civic Center Shared Facilities and Enhancement Plan, and the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG). The Project's consistency with the General Plan Housing Element is addressed in Draft EIR Section IV.E, Population and Housing; the Project consistency with the AQMP is addressed in Draft EIR Section IV.F, Air Quality, and the Project's consistency with the CMP is addressed in Draft EIR Section IV.B, Transportation, Circulation and Parking of this EIR.

### **(c) General Plan Framework**

The Project with County Office Building Option and with the Project with the Additional Residential Development Option would support the needs of the City's existing and future residents, businesses, and visitors by providing residential uses available to a range of incomes; retail, entertainment, and hotel uses; commercial offices; expanded recreational uses in the Civic Park; and expanded and upgraded public open space,. The Project would create new multi-family housing, hotel, restaurant, entertainment, retail, and other commercial uses in the City's downtown center, in proximity to the City's primary transportation hubs and corridors, thereby resulting in an improved quality of life by facilitating a reduction of vehicle trips and vehicle miles traveled. The Project would also be consistent with the Framework's Land Use goals by addressing the concern that housing has not kept pace with demand and that vacant properties to accommodate the projected population growth are the most constrained in the City.

The Project would be consistent with the housing goals of the General Plan Framework in that it would provide up to 2,060 dwelling units under the Project with County Office Building Option (or up to 2,660 dwelling units under the Project with Additional Residential Development Option) in support of the City's 20-year projection. Also in support of the Framework's policies, the Project would locate housing within an underutilized site in a high activity area. The location of the residential uses in the Central City would preserve existing lower density neighborhoods in surrounding areas. The General Plan Framework's Urban Form and Neighborhood Design goals are met in that the Project would provide for high quality architectural design on existing underutilized sites. The Project would also be consistent with the Downtown Center designation,

in that it would enhance the activity and variety of the area. The Framework's Open Space and Conservation goals are met with the expansion and upgrading of the Civic Center Mall to attract the public, to be more functional, and to provide for on-going and daily cultural activities. Public spaces would be integral to the organization of the developed parcels and would contribute to the Framework's open space goals.

The Project would comply with the transportation goals of the General Plan Framework in that it would provide development within a major economic activity area, while preserving the character of lower density neighborhoods surrounding the downtown area. Since the Project would be consistent with the applicable goals and policies of the General Plan Framework, land use impacts relative to this plan would be less than significant. The consistency analysis of the Project with the Land Use, Housing, Urban Form and Neighborhood Design, and Open Space and Conservation chapters of the General Plan Framework is provided in Table 5, which starts on page 175.

#### **(d) Central City Community Plan**

The Project would be consistent with Central City Community Plan's Regional Commercial Center Designation and with Community Plan policies to increase the range of housing choices available to downtown employees and to provide dwelling units available to different income levels. The Project with County Office Building Option would add up to 2,060 dwelling units (or up to 2,660 dwelling units under the Project with Additional Residential Development Option) to the existing supply of housing in the Central City. Twenty percent of the Project with County Office Building Option's residential units, including up to 412 dwelling units (or up to 532 dwelling units under the Project with Additional Residential Development Option) would be affordable. In addition, the Project would provide both apartments and condominiums ranging from one to three bedrooms, which would add a variety of selections to the existing housing stock.

The Project would also be consistent with the Community Plan objectives to promote land uses that serve downtown businesses and create a 24-hour downtown environment for residents and which would foster increased tourism. The Project's entertainment, restaurant, and hotel uses would provide accommodation and destination activities for visitors. The proposed improvements within Civic Park, including formal gardens and areas dedicated to cultural activities, would attract visitors to the area. Improvements in the pedestrian character of Grand Avenue would enhance existing tourist destinations, such as the Walt Disney Concert Hall, the Music Center and MOCA. In addition, the Project's residential development would increase activity in the area during evenings and weekends since residences would be occupied during non-working hours, which would create a safer 24-hour environment and, in turn, foster even greater street activity.

Table 5

**Consistency of Proposed Project with Applicable Objectives  
and Policies of the General Plan Framework**

Objective	Analysis of Project Consistency
<b>Land Use Chapter</b>	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	<b>Consistent.</b> The Project would accommodate a diversity of uses by providing residential uses available to a range of incomes, a variety of retail, entertainment, and hotel uses; commercial offices; expanded recreational uses in Civic Park; improved public facilities in Civic Park; and improved pedestrian access that would support the needs of existing and future residents and visitors to downtown Los Angeles.
Objective 3.2: To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	<b>Consistent.</b> The Project's distribution of diverse land uses and proximity of residential uses to places of employment, services, public transit and other facilities would provide an opportunity for the use of alternative modes of transportation, including walking. The convenient location of residences to employment, services, and public transit would promote an improved quality of life by facilitating a reduction in vehicle trips and miles traveled.
Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	<b>Consistent.</b> The Project would create new multi-family housing, hotel, restaurant, entertainment, retail, and other commercial uses in the City's downtown center and in proximity to the City's primary transportation corridors and/or hubs, including the Harbor, Santa Ana, and Santa Monica Freeways; existing bus lines, including the Downtown Los Angeles DASH shuttle buses and commuter express buses; and MTA transit lines including the Red Line subway, the Blue Line light rail, and Union Station. Since the Project would be developed on underutilized parcels currently used as surface parking lots, such development would not cause the loss of any existing neighborhoods or related districts.
Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.	<b>Consistent.</b> The Project would improve the quality of life of existing multi-family residential neighborhoods in close proximity to the Project site, by providing a greater variety of retail, restaurant, and entertainment services than under existing conditions and to which existing residents would have access. The increase in residential population generated by the Project; the Project's interactive commercial and residential uses; and the improvements in sidewalks and crosswalks along Grand Avenue, would create a more active and safer pedestrian environment that would also stabilize and enhance existing multi-family residential neighborhoods. The Project would also be consistent with this objective in that it would be located in an area of sufficient public infrastructure and services.
Objective 3.11. Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.	<b>Consistent:</b> The Project would continue and expand existing land uses in the Downtown Center, a targeted growth area. The Project would provide a diversity of residential uses and visitor-serving hotel, retail, entertainment, restaurant uses, and possibly County offices, at a scale and intensity that would contribute to the image of the Downtown Center as the focal point of the City. The Project's high-rise elements, plazas, anticipated unique architectural design, enhancement of Grand Avenue's sidewalks and crosswalks, and the redevelopment of the Civic Center Mall would enliven and uniquely identify and distinguish the area.

Table 5 (Continued)

**Consistency of Proposed Project with Applicable Objectives  
and Policies of the General Plan Framework**

Objective	Analysis of Project Consistency
Objective 3.15. Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations.	<b>Consistent.</b> The proposed Project, which would incorporate a mix of residential, regional and neighborhood-oriented retail uses, and possible County offices, is located in the proximity of a Metro Red Line transit station. Commercial uses associated with the Project, including retail, restaurants, and hotel uses and, possibly, County offices under the Project with County Office Building Option, would provide employment opportunities in close proximity to this urban transit station.
Objective 3.16. Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.	<b>Consistent.</b> The Project would include residential, restaurant, and entertainment uses that would increase the general activity of the area, including evening and weekend activity. The proximity of a mixture of uses would allow interactivity between uses and enhance pedestrian movement among the variety of land uses. The Project's Grand Avenue streetscape improvements, storefronts, and plazas; public programs and activities associated with Civic Park, and street-level crossings at the Music Center would further increase activity and enhance the pedestrian environment.
<b>Housing Chapter</b>	
Objective 4.1. Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City Subregion (Community Plan area) to meet the projected housing needs by income level of the future population by 2010.	<b>Consistent.</b> The projected population increase in the Central City Community Plan area is approximately 34,765 new residents by 2010, with the development of dwelling units in existing residential and commercial areas. With an average of 1.89 residents per dwelling unit, this projected growth would require approximately 18,394 dwelling units. The Project with County Office Building Option would provide up to 2,060 units (or up to 2,660 units under the Project with Additional Residential Development Option), 20 percent of which would be affordable. The development of residential units would contribute to the housing goals of the subregion through the development of more than 2,000 dwelling units and the provision of a variety of housing types for a range of income levels.
Objective 4.2 Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher density development and surrounding lower density residential neighborhoods.	<b>Consistent.</b> The Project would locate multi-family housing in the high-density Central City area and in the vicinity of transit stations and corridors, including the MTA Red Line corridor and Civic Center station, and in an area served by a variety of transportation modes, including regional and local buses, Metrorail, shuttle buses, and a surrounding freeway system, including the Harbor and Hollywood Freeways. The Harbor and Hollywood Freeways and lower-density transitional commercial and multiple family uses buffer the Project area from lower density residential neighborhoods surrounding the Downtown Center.
<b>Urban Form and Neighborhood Design Chapter</b>	
Objective 5.1. Translate the Framework's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's	<b>Consistent.</b> The Project would reflect the intent of local and regional plans that build on the activity, diversity, and density of Downtown Los Angeles. The Project would proactively implement specific planning goals, including the provision of better design and utilization of Civic Park, including ongoing cultural programs, formal gardens, and the Grand Lawn and Grand terrace; improved streetscape, including pedestrian accessible storefront retail uses and plazas along Grand Avenue;

Table 5 (Continued)

**Consistency of Proposed Project with Applicable Objectives  
and Policies of the General Plan Framework**

Objective	Analysis of Project Consistency
attributes, emphasize quality of development, and provide or advocate “proactive” implementation programs.	improved pedestrian pathways through the Civic Park, including broader crosswalks and reconfigured entrances to parking structure ramps; enhancements to the character of all surrounding streets which, when connected to Civic Park, would create a connected and active pedestrian district to enhance the activity and livability of Downtown Los Angeles.
Objective 5.2 Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	<b>Consistent.</b> The Project would be located within the Downtown Center, an area that functions as a center for the surrounding region and as a hub for transit and other transportation modes. The Project would be consistent in scale and density to other uses within the existing Downtown Center and would be consistent with the objective of concentrating future development within existing centers.
Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime.	<b>Consistent.</b> The Project would be consistent with the existing scale and built form, including high-rise towers, of the Downtown Center and would support the function of this area as a regional center. The Project would provide a greater residential base to support a balance of office and residential uses within the area. In addition, the interaction between the Project’s residential, retail, entertainment, and restaurant uses would enhance the daytime and nighttime activity of the area.
Policy 5.2.2.c: Regional Centers should contain pedestrian oriented areas.	<b>Consistent.</b> The Project, which is located in a Regional Center, would be pedestrian oriented in that it would introduce mixed residential and retail uses within the Central City urban core. In addition, the provision of public open space through Parcels Q and W-1/W-2; the pedestrian bridge over Olive Street; improvements to the Grand Avenue streetscape, including wider sidewalks, if feasible, street furniture, shade trees, flower gardens, and pedestrian lighting; improved pedestrian access to Civic Park from Grand Avenue; widened crosswalks between the segments of Civic Park; and reduced interface between pedestrians and parking structure entrances would promote pedestrian activity as would the anticipated improvements to the Civic Park itself.
Objective 5.3 Permit and encourage the development of housing surrounding or adjacent to centers and along designated corridors, at sufficient densities to support the centers, corridors, and the transit system.	<b>Consistent.</b> The Project would develop housing in an existing Regional Center at a density to support the centers and public transit system.
Policy 5.3.1 Establish a highway segment hierarchy based on function and user priority: a. Pedestrian-priority segments shall have the following characteristics: (1) Buildings should have ground floor retail and service uses that are oriented to pedestrians along the	<b>Consistent.</b> Grand Avenue is designated as a pedestrian-priority roadway. The Project would be consistent with this designation through the incorporation of ground-level retail uses and services that are oriented to pedestrians along the sidewalk and would improve existing Grand Avenue streetscape through the provision of wider sidewalks, if feasible, canopy trees, pedestrian lights, street furniture, improved pedestrian crosswalks, and other pedestrian amenities.

Table 5 (Continued)

**Consistency of Proposed Project with Applicable Objectives  
and Policies of the General Plan Framework**

Objective	Analysis of Project Consistency
sidewalk; (2) Sidewalks should be wide and lined with open canopied street trees, pedestrian scale street lights provided to recognized standards commensurate with planned nighttime use, and other pedestrian amenities.	
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	<b>Consistent.</b> The Project would provide greater street-level amenities than under existing conditions through the improvement of the Grand Avenue streetscape; the provision of public access in the development parcels; integration of onsite plazas and public art into the Grand Avenue streetscape; and improvement in the quality of public open space within the Civic Center Mall. Varied building heights would enhance the existing Downtown Los Angeles skyline.
<b>Open Space and Conservation Chapter</b>	
Policy 6.2. Maximize the use of the City's existing open space network and recreational facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.	<b>Consistent.</b> The Project would support the City's open space goals through the renovation and expansion of the Civic Center Mall to provide for greater public use and improved linkage between the park and the Los Angeles Sports and Entertainment District and other points of interest in downtown Los Angeles.
Policy 6.4. Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.	<b>Consistent.</b> The Project would upgrade the Civic Center Mall to accommodate programs and activities reflective of the diverse cultures of the surrounding community. As such, upgrades would contribute to the stability and identity of surrounding neighborhoods and communities and would be consistent with this objective.
<b>Transportation</b>	
Objective 3: Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.	<b>Consistent.</b> The Project site is located within the Downtown Center, a major economic activity area targeted for higher-density growth. Since the Project is located entirely within the Downtown Center, it would be consistent with this objective.
<hr/> <p><i>Source: PCR Services Corporation, 2006.</i></p>	

The Project would also support the Community Plan policy to expand and add to open space through the improved and expanded Civic Park and with the provision of plazas within the development parcels that would be accessible to the public. Proposed streetscape improvements and pedestrian activity would promote Grand Avenue as a “cultural corridor” that would enhance

public focus on the Walt Disney Concert Hall, the Dorothy Chandler Pavilion, Ahmanson Theater, MOCA, and other notable cultural facilities in the downtown and, in so doing, would support the Community Plan objective to ensure that that downtown's arts, culture, and architecturally noteworthy buildings remain central and accessible to citizens and visitors to Los Angeles. Since the Project would be consistent with the applicable goals and objectives of the Community Plan, land use impacts relative to this plan would be less than significant. The relationship of the Project to the Central City Community Plan Urban Design policies (Community Plan Chapter V) is discussed in Section IV.C, Visual Resources, of this Draft EIR. Table 6 which starts on page 180 provides an analysis of the Project with County Office Building Option relative to applicable land use objectives of the Central City Community Plan.

**(e) Bunker Hill Redevelopment Plan (1970)**

The Project is substantially consistent with the overall intent of the Bunker Hill Redevelopment Plan (1970) to benefit the people of the City of Los Angeles through the provision of convenient and efficient living accommodations for downtown employees, and to revitalize existing underutilized land adjacent to the Civic Center.<sup>33</sup> The Project is substantially consistent with the Redevelopment Plan's policies for the residential development of Parcels L and M-2 and with the development of a mix of uses including, neighborhood and regional retail, dining, entertainment, cultural, recreational, hotel, and possible County offices (under the Project with County Office Building Option). The Project is also consistent with the 1970 Redevelopment Plan in that it incorporates pedestrian linkages and enhances pedestrian activity. Although the Redevelopment Plan states that residential uses may be permitted in commercial buildings in commercial areas with the approval of the CRA/LA and, if necessary, the City of Los Angeles Planning Commission,<sup>34</sup> the Redevelopment Plan designates Parcels Q and W-1/W-2 as primarily commercial offices. Since residential uses would comprise the majority of development in Parcels Q and W-1/W-2, the Project would not be strictly consistent with this designation. The residential components of the Project, which would have an estimated residential density of greater than 344 persons per acre,<sup>35</sup> over the Project's residentially (L and M-2) and commercially (Q, W-1, and W-2) designated parcels. The Redevelopment Plan's described residential population density should average 250 persons per acre throughout the residentially designated areas. The Redevelopment Plan, however, allows for additional residential development in commercially designated areas with the approval of the CRA/LA Board and the City Planning Commission, as determined by the City. Since the time period in which the Redevelopment Plan was adopted, demand for high density residential uses in the

<sup>33</sup> *Amended Bunker Hill Redevelopment Plan (1970), Section 1000, page 23.*

<sup>34</sup> *Op. Cit. Section 803, page 15.*

<sup>35</sup>  $2060 \text{ units} \times 1.42 \text{ (Draft EIR, Section IV.E. Population/Housing)} = 2,925/8.5 \text{ acres} = 344 \text{ persons/acre}$



Table 6

**Project Consistency with Applicable Policies  
of the Central City Community Plan**

Objective	Analysis of Consistency
<b>Residential</b>	
Objective 1-2. To increase the range of housing choices available to Downtown employees and residents.	<b>Consistent.</b> The Project would provide housing that would increase the range of housing choices in Downtown Los Angeles by adding up to 2,060 dwelling units under the Project with County Office Building Option (or up to 2,660 dwelling units under the Additional Residential Development Option) to the existing supply of residential development. The Project would also provide a variety of housing unit sizes and price levels that would increase the range of choices available to employees and residents.
Objective 1-3. To foster residential development which can accommodate a full range of incomes.	<b>Consistent.</b> Twenty percent of the Project's residential units, including up to 412 dwelling units under the Project with County Office Building Option (or up to 532 dwelling units under the Project with Additional Residential Development Option) would be affordable. With the value of units ranging from affordable to market rate housing, the Project would accommodate a range of income levels.
<b>Commercial</b>	
Objective 2-3. To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.	<b>Consistent.</b> The development of the Project, including entertainment, restaurants, and hotel uses, would provide accommodation and destination activities for visitors. Improvements in Civic Park, including formal gardens and areas dedicated to cultural activities would attract visitors to the area. Improvements in the pedestrian character of Grand Avenue, including retail activity and an improved streetscape would enhance existing tourist destinations, including the Music Center, Walt Disney Concert Hall, and MOCA.
Objective 2-4. To encourage a mix of uses which create a 24-hour downtown environment for current residents and which would foster increased tourism.	<b>Consistent.</b> The Project's retail, restaurant, entertainment, and hotel uses would be accessible to existing residential neighborhoods in the Central City area and would attract visitors to the area. In addition, the Project's residential development would increase general activity during evenings and weekends since residences would be occupied during non-working hours. Increased pedestrian activity between existing and proposed residential uses and retail and entertainment uses would create a safer 24-hour environment and, in turn, foster even greater activity.
<b>Government and Public Facilities</b>	
Objective 4-1. To encourage the expansion and additions of open spaces as opportunities arise.	<b>Consistent.</b> The Project would expand usable park space in Civic Park by converting existing surface parking to public use and renovating the park to be more accessible to the public and more functional by providing daily and permanent events and activities. Expansions and additions in the Civic Park would include activity kiosks, food and drink concessions, plazas and formal gardens. Improved pedestrian linkages would be provided through crosswalk improvements, including reduced interaction between parking structure driveways and pedestrian walkways and slow-down zones at pedestrian crossings.

Table 6 (Continued)

**Project Consistency with Applicable Policies  
of the Central City Community Plan**

Objective	Analysis of Consistency
Objective 4-2. To maximize the use of the City's existing and envisioned open space network and recreation facilities by providing connections to the open space system.	<b>Consistent.</b> Proposed improvements in Civic Park would enhance the visual and physical linkage between the City's public and private open spaces. Improved pedestrian access through Civic Park and other visual linkages would contribute to the City's open space network.
Objective 4-3. To encourage increased use of existing park and recreational spaces.	<b>Consistent.</b> The Project would increase the use of Civic Park through the expansion of activities, including park wide events and areas specified for particular programmed uses. Specified programmed uses include cultural and entertainment uses and formal gardens and plazas that would also attract visitors and increase use of the park.
Objective 4-4. To encourage traditional and non-traditional sources of open space by recognizing and capitalizing on linkages with transit, parking, historic resources, cultural facilities, and social services programs.	<b>Consistent.</b> In addition to improvements in Civic Park, the Project would improve existing open space on Grand Avenue through improved landscaping, street furniture, and the creation of plazas and sidewalk restaurants along the edges of parcels proposed for development. Improvements within the Civic Park would incorporate the Red Line transit station portal into public open space and would provide pavilions and enclosed entrances to escalators to underground parking structures. Proposed Civic Park improvements would also enhance open space and the linkage between the Civic Park parking structures and the Music Center and the Walt Disney Concert Hall leading from the underground garage to the park surface. The incorporation of proposed public-access private space, such as retail and restaurant uses that are accessible from the sidewalks, if feasible, would also capitalize on and enhance the open space experience in Central City.
<b>Arts, Culture, and Architectural History</b>	
Objective 10-1. To ensure that the arts, culture, and architecturally significant buildings remain central to the further development of downtown and that it remains clearly discernable and accessible to all citizens in and visitors to Los Angeles	<b>Consistent.</b> Through proposed streetscape improvements, the Project would promote a Grand Avenue "cultural corridor" that would enable public focus on the culturally noteworthy buildings along the street, including the Walt Disney Concert Hall, Dorothy Chandler Theater, Ahmanson Theater, MOCA, and other notable pieces of architecture, that would be available to all visitors and citizens of Los Angeles.
<b>URBAN DESIGN POLICIES</b>	
<b>Bunker Hill</b>	
Maintain the highest standards of design and quality of material.	<b>Consistent.</b> All components of the Project would be reviewed by the appropriate jurisdictional government agencies to assure the use of high quality materials, as required by the Redevelopment Plan for the Bunker Hill Urban Renewal Project (Section 820) and recommended by the Shared Facilities and Enhancement Plan.
Maintain existing open, lushly landscaped development and encourage new development to continue the landscape treatment.	<b>Consistent.</b> The Conceptual Streetscape Plan for Grand Avenue calls for shrubs, flower gardens, and an elegant canopy of street trees. Landscaping would also be required within the public open space areas within Parcels Q, W-1/W-2, L, and M-2.

Table 6 (Continued)

**Project Consistency with Applicable Policies  
of the Central City Community Plan**

Objective	Analysis of Consistency
Increase pedestrian friendly streetscapes	<b>Consistent.</b> The Project would integrate street-front retail uses and plazas into the Grand Avenue streetscape. In addition, the raising of Parcels L and M-2 to the street level of Grand Avenue would provide continuous activity and pedestrian-friendly uses along the west side of Grand Avenue, where none currently exist, between the Walt Disney Concert Hall and Third Street.
<b>Civic Open Space</b>	
Create a framework of civic open spaces and streets that provide necessary and suitable settings for the public life of the community	<b>Consistent.</b> The renovation of the Civic Center Mall into an accessible and versatile public space (Civic Park) that would accommodate public entertainment, cultural activities, gathering areas, and gardens for public viewing; and the improvement of the streetscape on Grand Avenue with the provision of benches, wider sidewalks, if feasible, canopy trees, flower gardens, and pedestrian lights to create a setting suitable for public life associated with the diverse communities of the City and the City's cultural core centered in the area of the Los Angeles Music Center, the Walt Disney Concert Hall, and MOCA.
Spaces should be the size of a full city block, accessible, and bounded by public streets on all sides, although hours of operation may be controlled.	<b>Consistent.</b> The renovated Civic Park would comprise an approximate four block area, with direct street access to Grand Avenue, Hill Street, Broadway, and Spring Street, along the east and west sides of the park's three segments. The park would be accessible to the entire population of the City and to visitors; however, hours of operation may be controlled.
Spaces should be designed for flexible use of space, accommodating sizable numbers of people, providing a forum for organized public events as well as for the everyday casual use.	<b>Consistent.</b> Civic Park would be designed for flexible use of space that would accommodate sizable numbers of people. The large public area correctly planned for the westerly segment would contain eight acres for cultural and entertainment uses, and would contain public activity kiosks, movable seating and tables, and food and drink concessions. Civic and community activities are currently planned to be accommodated in the four-acre easterly section of the park. Park-wide events and activities would be held throughout the 16-acre park.
Spaces should boast fine, durable materials, contain public art, and symbolic information conveying the sense of place, in that they help people know where they are Downtown and to feel comfortable being there.	<b>Consistent.</b> The Grand Avenue streetscape improvements and development within the Civic Park would be reviewed by the Grand Avenue Authority to assure a use of high-quality materials and standard of public art that would most convey a sense of place. Banners, graphics, and way-finding signage along Grand Avenue would also convey a sense that the area is the core and cultural center of the City of Los Angeles. Civic Park development plans would address security and the increase in pedestrian activity throughout the park and surrounding area would enhance nighttime and weekend security and general comfort among downtown residents, employees, and visitors.

Table 6 (Continued)

**Project Consistency with Applicable Policies  
of the Central City Community Plan**

Objective	Analysis of Consistency
Streets should be improved with planting, paving, lighting, signage, and street furnishings should form pedestrian corridors connecting these civic open spaces and they should be distinguished as the most prominent civic streets of Downtown.	<b>Consistent.</b> The Conceptual Streetscape Plan for Grand Avenue proposes banners, graphics, and way-finding systems, as well as other streetscape improvements, including trees, gardens, street furniture, pedestrian lighting, and wider sidewalks, if feasible. Pedestrian improvements on Grand Avenue and improved access to Civic Park, including crosswalk improvements, would distinguish Grand Avenue as one of the most prominent civic streets of downtown Los Angeles.
<b>Pedestrian Linkages</b>	
Streets should provide adequate sidewalk space for pedestrian circulation and for use by adjacent retail businesses.	<b>Consistent.</b> The Conceptual Streetscape Plan for Grand Avenue proposes wider sidewalks, if feasible and integrated access to street-front retail uses and plazas in Parcels Q, L, and M-2.
Extensive pedestrian network should help merge the transportation (major streets and transit) and open space elements of the city.	<b>Consistent.</b> The Project's pedestrian network, including the pedestrian bridge that connects the public open space within Parcels Q and W-1/W-2, provides direct access between Grand Avenue and the Red Line transit portal on Hill Street. The Civic Park would also retain the Metro Red Line plaza and entrances and improve street crossings and access to the transit center within the park.
Avenidas, or pedestrian-oriented streets, that connect the Civic Center Mall, squares, and open spaces should be provided. The Avenida project should create bus lanes, reduce auto lanes, widen sidewalks along one side of each street, and add streetscape, trees, furniture, and other pedestrian amenities.	<b>Consistent.</b> The Conceptual Streetscape Plan for Grand Avenue would provide improved access to the Civic Center Mall through streetscape improvements, including widened sidewalks, if feasible, canopy trees and other landscaping, street furniture, trash receptacles, and pedestrian lighting. The development of Parcels W-1/W-2 would improve the streetscape along Hill Street and enhance access between Civic Park and Pershing Square at Hill and Fifth Streets.
<hr/> <p><i>Source: PCR Services Corporation, 2006.</i></p>	

City's dense urban areas, in proximity to transit and employment opportunities has increased, and demand for office space in the downtown area has declined. In addition to providing a catalytic effect in stimulating continued growth in Bunker Hill, higher density housing would implement the housing policies of the General Plan Framework, the Central City Community Plan, and the regional policies of SCAG as set forth in their RCPG. The demand for greater density is further reflected in the proposed Amended Design for Development to the Bunker Hill Redevelopment Plan. Since the Project would support the policies of the Redevelopment Plan for the revitalization of the downtown area, it would be considered consistent with the 1970 Redevelopment Plan. No significant land use impacts associated with the 1970 Redevelopment Plan would occur.

**(f) Bunker Hill Design for Development (1971)**

The Project would be substantially consistent with the land use and vehicular circulation policies of the existing Bunker Hill Design for Development that are applicable to the “Upper Hill Commercial Zone” and the “Residential Zone.” The Bunker Hill Design for Development was adopted by the City in 1968 and revised in 1971. Parcels Q and W-1/W-2 are located in the Upper Hill Commercial Zone. The Project would provide substantial quantities (348,000 sq. ft.) of retail, restaurant, and entertainment facilities, as required under the existing Design for Development. The conceptual design for Parcel Q, which calls for a high-rise tower, would also be consistent with the existing Design for Development requirement for major high-rise development in this area. The Project would be consistent with the Design for Development in providing a multi-level street network, including the tunneling of GTK Way below Parcels L and M-2. Access to parking would be taken from lower street levels. The Project would be consistent with the objective of creating a promenade along Grand Avenue, through streetscape, landscape, storefront retail, plazas and other pedestrian and visual enhancements along this roadway. The Project would be consistent with the requirements of the existing Design for Development for grade-separated pedestrian movement through the provision of a pedestrian bridge to create a grade separated walkway over Olive Street.

The Project would be consistent with the policy that residential uses must be dominant in the Bunker Hill residential zone, since residential uses would be the dominant use in Parcels L and M-2. The Project, which would encourage at-grade pedestrian activity through at-grade plazas, streetscape, and storefronts, would be consistent with the existing Design for Development policy to provide an environment conducive to walking in the Residential Zone. Under the existing Design for Development, the overall average FAR for the Bunker Hill Redevelopment Plan is limited to 5:1 FAR, subject to certain limitations. Based on information provided by CRA/LA staff, under the 5:1 FAR, 3.1 million square feet are allocated to the five development parcels. According to existing City of Los Angeles Affordable Housing Incentives/Density Bonuses (Ordinance No. 170,764, effective 12/30/1995), floor area dedicated to affordable housing would not be counted toward this allocation. Based on the number of affordable units in the Project with County Office Building Option, it is concluded that the Project would be consistent with the 5:1 FAR and, thus, would be consistent with the Bunker Hill Design for Development. Therefore, no significant land use impacts associated with the existing Design for Development would occur. The Project is compared to the land use and circulation policies of the Bunker Hill Design for Development in Table 7 which starts on page 186.

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**(g) Owner Participation Agreement (OPA) for the Development of Parcels K, Q, and W-2 (1991)**

Development within Parcel Q would have less total floor area and a different use than under the 1991 approved Owner Participation Agreement (OPA). Although the OPA will be revised for future development of Parcels Q and W-2, the following compares the development under the OPA, compared to the Project to provide a perspective on the transition of intended land use in Parcels Q and W-2. As shown in Table 7 on page 186, the development of Parcels K, Q, and W-2 under the 1991 OPA would provide approximately 19 percent more development (a total of 1,467,755 square feet, compared to the Project's 1,231,937 square feet) in Parcel Q and no development, except existing parking, in Parcel W-2. Parcel K is not shown in Table 7, since it is not part of the proposed Project and is currently developed with the Walt Disney Concert Hall. Since the Project would provide 713,000 square feet of floor area in Parcel W-2 under the Project with County Office Building Option and 617,600 square feet of total floor area under the Additional Residential Development Option, the Project's total floor area would be greater in that parcel. In Parcels Q and W-2, the Project with the County Office Building Option would have a total of 1,926,937 square feet and the Project with Additional Residential Development Option would have a total of 1,831,537 square feet. Another difference between the Parcels K, Q, and W-2 OPA and the Project is that the 1991 OPA provides 1,417,755 square feet of commercial office floor area and 50,000 square feet of retail floor area in Parcel Q; whereas, the Project would provide 632,937 sq. ft. of residential floor area, 315,000 sq. ft. of hotel floor area (including 15,000 square feet of meeting space), and 284,000 sq. ft. of retail, services, restaurants, and events facility floor area in Parcel Q. Other differences between the existing 1991 OPA and the Project are the taller building under the former and the absence of development in Parcel W-2. Although the land uses between the Owner Participation Agreement are contrasting, the Project, as with the Parcels K, Q, and W-2 OPA, would meet the basic objectives of the Bunker Hill Redevelopment Plan and Design for Development. In addition, the Project would have greater consistency with the Bunker Hill Redevelopment Plan than the 1991 OPA since, in the development of Parcel W-2, the Project would revitalize existing underutilized land adjacent to the Civic Center. Therefore, no significant impacts associated with the differences between the approved 1991 OPA and the Project would occur.

**(h) The Downtown Strategic Plan**

The Project would support the applicable land use, tourism, open space, environmental, safety, and other policies of the Downtown Strategic Plan. As shown in Table 8 which starts on page 189, the Project would be consistent with the Strategic Plan's mixed use policies designed to bring activity generators to the Central City through a public/private partnership. The Project would support the Plan's open space policies through the development of Civic Park and streetscape improvements. The Project would support cultural diversity through the use of Civic

Table 7

**Comparison of the Project to the  
Applicable Policies of the  
Design for Development Bunker Hill (1971)**

Policy	Analysis of Consistency
<b>UPPER HILL COMMERCIAL ZONE (PARCELS Q and W-1/W-2)</b>	
<p>Land Use: Major high-rise office development is proposed, complemented with substantial quantities of retail, restaurant and entertainment facilities. Apartment and hotels are major uses and accessory retail space along Hill Street with terraced parking and other uses reflecting the natural topography, are included in the overall design. A prestige high-rise office location amid facilities designed for a variety of human activities will keynote the development of this zone.</p>	<p><b>Substantially Consistent.</b> Development of Parcels Q and W-1/W-2 are anticipated to be constructed with high rise towers. Although Parcels Q and W-1/W-2 would contain a majority of residential floor area instead of office space, they would contain substantial quantities (348,000 sq. ft.) of retail, restaurant, and entertainment facilities. Parcel Q would be developed with a prestige hotel at the crest of Bunker Hill. Building heights would be reduced in relation to the street level, as well as height above mean sea level, thereby emphasizing the topography of the hillside. Parking would be entirely enclosed.</p>
<p>Vehicular Circulation: A multi-level street network, with parking accessed as a lower level. Upper Grand will carry a large volume of through traffic and serve as a “grand” vehicle promenade. Parking will primarily cater to executive, resident, and visitor needs.</p>	<p><b>Consistent.</b> The Project would provide a multi-level street network, with GTK Way tunneling below Parcels L and M-2. Access to parking would be taken from the lower street levels. In addition, the streetscape on Grand Avenue would be improved to create a “grand” promenade for vehicles and pedestrians.</p>
<p>Pedestrian Circulation: Grade separated pedestrian movement into the Upper Hill from the downtown is important.</p>	<p><b>Consistent.</b> The Project would provide a pedestrian bridge to create a grade separated pedestrian walkway over Olive Street.</p>
<p>Open Space: The focus of the open space system on the Hilltop is a central park, an oasis of greenery and moving water, esplanades, and outdoor restaurants. Additional open spaces will be organized in plazas and squares related to building masses and reflecting human scale. Creative use of air rights over public property is encouraged to enhance the interrelationship of open spaces and building forms.</p>	<p><b>Consistent.</b> The upgrading of the Civic Center Mall to create the Civic Park would create an open space system to serve the Upper Hill Commercial Zone and would enhance accessibility into and through Civic Park through a system of plazas, staircases, and improved street crossings. Although the Civic Park may not contain restaurants, it would allow vendors to serve visitors during public events. The Project would create street-side plazas, restaurants, and street-front retail spaces to be integrated with the Grand Avenue streetscape to meet the intent of the Design for Development which is to create an open space system reflecting human scale. The implementation of a pedestrian bridge over Olive Street would constitute a creative use of open space and building forms.</p>
<p>Building Form: The top of Bunker Hill will be dominated by a group of tall buildings symbolic of a burgeoning Downtown Los Angeles. The buildings shall be varied in height and balanced and related so that each achieves a specific identity while contributing to the whole. Predominant in this urban design pattern will be a single building, noticeably taller, overlooking the central park from the west. This structure surrounded by the other high-rise buildings will form an impressive regional landmark, visible from afar.</p>	<p><b>Consistent.</b> The Project’s proposed high-rise tower (up to 750 feet above Grand Avenue) in Parcel Q would be located at the crest of Bunker Hill and would be the Project’s highest building. The proposed building height overlay, which would create a variety of building heights for Parcels Q and W-1/W-2, and the topographic location of the high-rise tower, would emphasize this single structure, so that the building would serve as a regional landmark and would be visible from afar.</p>

Table 7 (Continued)

**Comparison of the Project to the  
Applicable Policies of the  
Design for Development Bunker Hill (1971)**

Policy	Analysis of Consistency
Building Form: The hilltop complex will be further organized and unified by the north-south spine of the Concourse, culminating in the central park. All of the major buildings will relate directly to these elements, visually emphasizing their existence, and gain a high level of functional convenience from that relationship.	<b>Consistent.</b> Proposed development would include the integration of public open space and public art into the conceptual plan for the proposed Grand Avenue streetscape improvements. Although the hilltop complex would not culminate directly at Civic Park, the Conceptual Streetscape Plan for Grand Avenue would facilitate the visual and physical connection between the hilltop development and the renovated entrance into Civic Park. The Project's development would enhance the functional convenience created by the Grand Avenue streetscape through the provision of interfacing plazas, storefronts and restaurants.
Concourse: The Concourse is also designed to serve as a powerful visual and functional connection between the Cultural-Civic Center area on the north and the business district to the south.	<b>Consistent.</b> The Conceptual Streetscape Plan for Grand Avenue would create a primary pedestrian concourse and identification of the street as a "Cultural Corridor," that would facilitate the visual and functional connection between the business area south of Third Street and the Cultural Center comprising MOCA, the Walt Disney Concert Hall, the Los Angeles Music Center, and Civic Park, all located between Third and Temple Streets.
Integration into Downtown Fabric: Low-rise structures, open spaces, and pedestrian connections around the perimeter of the Upper Hill Commercial Zone will be designed to provide a natural integration into the surrounding downtown fabric.	<b>Consistent.</b> Proposed development within Parcels Q and W-1/W-2 include a variety of building heights, including low-rise structures, open spaces, and pedestrian linkages that would be integrated into the surrounding downtown. Integration includes the provision of public open space and plazas within the interiors of Parcels Q and W-1/W-2, linked by a pedestrian bridge over Olive Street that would facilitate pedestrian access between Hill Street/Civic Center and Grand Avenue. The Project would also provide pedestrian access from all adjoining sidewalks, if feasible, and open space and plazas would be integrated into the Grand Avenue sidewalk.
<b>RESIDENTIAL ZONE (PARCELS L and M-2)</b>	
Land Use: Residential uses will consume the majority of the land with the remaining devoted to cultural or educational use.	<b>Consistent.</b> Residential uses would be dominant in Parcels L and M-2.
Pedestrian Circulation: This zone will have an environment conducive to walking and a variety of amenities to make it appealing. The number of footbridges will be reduced by connecting many landscaped plazas raised above the street.	<b>Consistent.</b> The Project would help create a pedestrian-friendly environment conducive to walking. Pedestrian amenities would include widened crosswalks, if feasible, street trees, flower gardens, pedestrian lighting, street furniture and the integration of street frontages, including plazas and street-front shops and restaurants into the streetscape. The raising of Parcels L and M-2 to the Grand Avenue street level would enhance pedestrian access along Grand Avenue between the business center to the south and the cultural center to the north and between existing Bunker Hill uses to the west and Grand Avenue. Due to the change in grade between Hope Street and Grand Avenue, the plaza area would be above the level of Hope Street.



Table 7 (Continued)

**Comparison of the Project to the  
Applicable Policies of the  
Design for Development Bunker Hill (1971)**

Policy	Analysis of Consistency
Topography and Open Space: Sloping topographic variation augmented by low building coverage, raised plazas, and large landscaped areas will keynote the urban form in the residential area.	<b>Consistent.</b> Although two high-rises would be constructed in Parcels L and M-2, approximately 70 percent of the site would be committed to low-rise buildings and open space.
Building Form: The three recommended building types (towers, medium-rise, and low-rise structures) derive directly from their varying roles in the overall scheme. These buildings will be designed and located, generally to (1) shape a skyline that parallels and accentuates the topography by placing tall buildings on the higher elevations and lower buildings below; (2) focus on the landscaped area in the Flower-Hope Street interchange; (3) provide raised landscaped plazas, low land coverage and maximum views from relatively high elevations; and (4) blend the low profile cultural facility proposed for First Street into Bunker Hill in a manner highly compatible with residential use.	<b>Consistent.</b> The two proposed high-rises in Parcels L and M-2, to be constructed between Grand Avenue and Hope Street, would accentuate the higher topography of Grand Avenue. A low-rise residential building would also be constructed along the lower elevation on Hope Street. One tower building would be directly located on Grand Avenue, and the other would be setback from Grand Avenue behind a low-rise-story retail and parking podium fronting on Grand Avenue. The south frontage of the adjacent cultural facility (Walt Disney Concert Hall) interfacing Parcel L is designed primarily as a service entrance, with no pedestrian access or orientation. The development in Parcel L would not be oriented toward the Walt Disney Concert Hall, and buildings nearest the Walt Disney Concert Hall along Grand Avenue would low-rise. As such, the Project would be compatible in scale with the adjoining low-rise cultural use.
<i>Source: PCR Services Corporation, 2006.</i>	

Park for ethnic and cultural activities, and tourism would be supported through the identification of Grand Avenue as a “Cultural Corridor.” The Project would support the social diversity policies of the plan by providing land uses such as housing geared to a range of income levels, neighborhood retail uses, entertainment, restaurants, and upgraded streetscape that would be accessible to all of the area’s residents. The Project would support the policy of the Strategic Plan to increase the range of housing choices available to Downtown employees and to increase the Downtown’s full-time residential population to give vitality to the area on a 24-hour basis.

The Project would contribute to the safety of the Downtown through the development of residential uses in close proximity to retail, restaurant, and entertainment uses that would increase evening and weekend pedestrian activity. Development within the currently underutilized parcels and the Civic Center Mall would improve the level of maintenance of the parcels, the adjoining public sidewalks, and the public park. The Project would also support the open space policies of the Downtown Strategic Plan through the expansion of Civic Park, the inclusion of public open space within the Project’s proposed residential and commercial areas, and the upgrading of the streetscape within the Grand Avenue public right-of-way.

Table 8

**Project Consistency with Applicable Objectives  
of the Downtown Strategic Plan**

Goals	Analysis of Consistency
<p><b>Mixing Uses:</b> Facilitate public/private partnerships which brings activity generators (retail, entertainment, housing, support services, parks, and public plazas) into the Civic Center District and adjacent areas.</p>	<p><b>Consistent:</b> Through a public/private partnership, the Project would bring activity generators, such as the expanded Civic Park with ongoing and daily cultural activities, food kiosks, entertainment, and upgraded gardens; restaurants; landmark hotel; and events facility into the Civic Center District and adjacent areas.</p>
<p><b>Open Space:</b> Develop open space (including streets) as a major visual and organizing feature and activity element in the Civic Center Area.</p>	<p><b>Consistent:</b> Conceptual streetscape improvements within the Grand Avenue right-of-way (a public open space), would visually identify Grand Avenue as a significant boulevard and would be organizing elements in the identification of Grand Avenue as a Cultural Corridor. The renovated Civic Park would provide greater physical and visual public access to the park from Grand Avenue, so that the Civic Park would serve as a greater organizing feature and activity element in the Civic Center area. In addition, the upgrading of public use of the park to provide such anticipated features as formal gardens, a cultural and entertainment area, use of the park for such activities as start/finish of bike races and running marathons, and other features would create a focus of activity in the Civic Center area.</p>
<p><b>Cultural Diversity:</b> Promote the integration of cultural and multi-cultural elements into the Civic Center to help attract regional visitors, link diverse cultures and ethnic groups and foster civic pride.</p>	<p><b>Consistent:</b> Development of Civic Park anticipates the use of areas within the park for ethnic festivals, such as fiestas, Chinese New Year, Mardi Gras, Martin Luther King Festival; outdoor film festivals; concerts; book fairs; rallies and celebrations; and other activities that would promote the integration of multi-cultural elements to attract regional visitors, link diverse cultures and foster civic pride.</p>
<p><b>Tourism:</b> To restore Los Angeles its traditional image as a world magnet for tourist activity. To address the needs of all visitors who visit Downtown for business, conventions, trade shows, and tourism.</p>	<p><b>Consistent.</b> Components of the Project such as the improvement of Grand Avenue's streetscape; development of high-quality high-rise towers and a landmark hotel; upgrading of Civic Park into a focal point of activity; improved pedestrian linkage between Bunker Hill and the Civic Center, and other features would support the image of the Downtown as a tourist and trade show destination.</p>
<p><b>Social Responsibility:</b> To establish Downtown as a model for a socially diverse, integrated, and supportive community, where the benefits of economic growth are shared by all of its residents as well as those of the surrounding community.</p>	<p><b>Consistent.</b> The Project would support the model of Downtown Los Angeles as an area of social diversity, integration, and support in that the programs and components of the Project, including the enhanced function of Civic Park to provide civic activities reflective of the cultures of the area's regional and surrounding residential communities. The Project's land uses such as neighborhood retail uses, entertainment, restaurants, upgraded streetscape, and housing would be accessible to all of the area's residents.</p>

Table 8 (Continued)

**Project Consistency with Applicable Objectives  
of the Downtown Strategic Plan**

Goals	Analysis of Consistency
<p><b>Safety:</b> To attain for the whole of Downtown a level of safety which is expected of the center of a world class city and desired by those who live, work, and visit there. To encourage the clear and accurate perception that Downtown is as safe as other regional centers.</p>	<p><b>Consistent.</b> The Project would contribute to the safety of the Downtown through the development of residential uses in close proximity to retail, restaurant, and entertainment uses that would increase evening and weekend pedestrian activity. The introduction of on-going programs in Civic Park and the development of Grand Avenue and Civic Park as destination venues would also increase pedestrian activity in the area. In addition to improving street safety through an increase in the number of pedestrians, the higher activity level and proposed development would also support greater police and security services in the area.</p>
<p><b>Cleanliness:</b> To attain for the whole of Downtown a level of cleanliness which might be expected of the center of a world city and desired by those who live, work, and visit there. To encourage the clear and accurate perception that Downtown is as clean as other regional centers.</p>	<p><b>Consistent.</b> The introduction of the Project's high-quality, street-oriented development at the five parcels which currently serve as unoccupied surface parking facilities, and upgrades within Civic Park, would improve the level of maintenance of the five parcels, adjoining public sidewalks, if feasible, and public park.</p>
<p><b>Open Space:</b> To establish a public park space network Downtown that is commensurate with its position as the center of a great world class city. To achieve a high quality of open space at all scales which enhances the quality of life, the economic well-being and the health of Downtown residents, workers and visitors.</p>	<p><b>Consistent.</b> The expansion of Civic Park, including the replacement of existing surface parking in front of City Hall with a public plaza; enhanced pedestrian access through Civic Park between Bunker Hill and City Hall; the inclusion of public plazas within the interiors of Parcels Q and W-1/W-2, including pedestrian linkage between Grand Avenue and Hill Street by a pedestrian bridge over Olive Street; the implementation of the Conceptual Streetscape Plan for Grand Avenue; and the integration of plazas, street-front retail and restaurants, and public art into the Grand Avenue public right-of-way, would support the policy of the Strategic Plan to achieve a high quality of public open space commensurate with the City's position as a world class city and would enhance the well-being of the City's Downtown residents.</p>
<p><b>Residential Neighborhoods:</b> To establish mixed-income neighborhoods with a significant middle income base that can become a vehicle to achieve a jobs/housing balance and to help give vitality to Downtown on a 24-hour basis. To increase housing opportunities for all Downtown employees within these neighborhoods. To maintain the commitment to the existing low-income stock.</p>	<p><b>Consistent.</b> Under the Project, a variety of dwelling unit sizes in a range of price levels, including 20 percent affordable units, would be developed. The Project would support the policy of the Strategic Plan to increase the range of choices available to Downtown employees and residents of varying income levels. The Project's provision of housing in a jobs-rich area would support the policy of the Strategic Plan to achieve a jobs/housing balance. The increase in full-time residential population generated by the Project would give vitality to the Downtown on a 24-hour basis.</p>

Table 8 (Continued)

**Project Consistency with Applicable Objectives  
of the Downtown Strategic Plan**

Goals	Analysis of Consistency
<p><b>Environment:</b> To establish Downtown as the region’s leader in demonstrating the advantages and benefits of environmentally sustainable development. To reduce the overall environmental impact of additional Downtown residents and workers.</p>	<p><b>Consistent.</b> The location of residential uses within the Central City in close proximity to jobs and services would reduce commuting distances and vehicles miles traveled; thus, benefiting regional air quality. The proximity of jobs, housing, and services would also enable alternative transportation, such as shuttle services, cycling, and walking. The overall impact of additional residents would be reduced due to the availability of alternative transportation and an economy of scale in the consumption of natural resources. Such infill development would also reduce urban sprawl and impacts relative to open space and clean water.</p>
<p><b>Arts, Culture, and Religion:</b> To ensure that the arts, culture, and religious congregations remain central to the further development of Downtown. To elevate the arts and cultural activity Downtown to a level which promotes accessibility to all citizens of Los Angeles.</p>	<p><b>Consistent.</b> The Project would support the policy of the Strategic Plan to ensure that arts and culture remain central to Downtown and would be accessible to all the City’s citizens through such programs as daily and permanent cultural events in Civic Park and through enhancing the identity of Grand Avenue as a “Cultural Corridor.” Greater pedestrian activity generated by destination venues in Civic Park and an increase in full-time residents would improve the perception of pedestrian safety and increase the sense that Downtown’s culturally significant venues, such as the Los Angeles Music Center, Walt Disney Concert Hall, and MOCA would be accessible to all citizens of Los Angeles.</p>
<p><b>Civic Center:</b> To complete the Civic Center as an architecturally distinctive complex and make the civic mall a more pedestrian-accessible and amenable place befitting its unique symbolic role.</p>	<p><b>Consistent.</b> Through the removal of surface parking in the east of the existing Civic Center Mall and extending Civic Park to City Hall, the Project would physically and visually unify City and County government offices and support the Civic Center as an architecturally distinctive complex. The anticipated inclusion of landmark features and the facilitating of on-going activities in the park that reflect the cultural values of the citizens of the City would also re-establish the role of the park as the symbolic heart of the City’s governing center. Accessibility to the park would be improved through sidewalk and crosswalk improvements on adjacent streets and the reconfiguration of driveway ramps.</p>
<p><b>Policies for Bunker Hill</b></p>	
<p>To reinforce the Bunker Hill District as the dominant center for legal, financial and other corporate services for Southern California and the Pacific Rim. To uphold its position as a major employment node in Los Angeles County. To maintain its cultural institutions at a world-class level in order to continue attracting citizens from all over Southern California.</p>	<p><b>Consistent.</b> The Project would support the policy to reinforce Bunker Hill as a dominant center through the development of a landmark world-class hotel and distinctive tower buildings on existing underutilized sites and the upgrading of Grand Avenue to reinforce Grand Avenue’s status as a Cultural Corridor and further enhance the City’s and Bunker Hill’s cultural institutions, including the Los Angeles Music Center, Walt Disney Concert Hall, and MOCA.</p>

Table 8 (Continued)

**Project Consistency with Applicable Objectives  
of the Downtown Strategic Plan**

Goals	Analysis of Consistency
To establish in the district vibrant neighborhoods containing a variety of housing types and community facilities and to continue the development of commercial/office space.	<b>Consistent.</b> The Project would contribute to the variety of housing types and to the overall housing supply in Bunker Hill, and would provide community facilities in the form of neighborhood retail uses, market, events center, plazas, restaurants, and health club. The Project would also develop a 681,000 square-foot County Office Building in lieu of housing in Parcel W-1, if the need for such a facility exists.
To promote a pedestrian network within a framework that accommodates large buildings and a variety of open space.	<b>Consistent.</b> The Project would be consistent with this goal since it would support a pedestrian network in the improvement of existing streetscape and in the provision of the Olive Street pedestrian bridge. The Project would support the policy of a pedestrian network within the context of large buildings by featuring a variety of open spaces among the proposed high-rise towers, including public access and plazas within the interiors of Parcels Q and W-1/W-2, and street-front plazas along the public sidewalk.
To link Bunker Hill and surrounding neighborhoods and districts through a coherent pedestrian network, and to link Bunker Hill to the region through the rail transit network.	<b>Consistent.</b> The Project would improve the linkage of Bunker Hill to surrounding neighborhoods through sidewalk and crosswalk improvements. Improved access through the Civic Park would connect Bunker Hill to City Hall and to neighborhoods to the east of City Hall. The Project would also support the policy to link Bunker Hill to the region by facilitating access to the Red Line transit portal on Hill Street.
<hr/> <p><i>Source: PCR Services Corporation, 2006.</i></p>	

The Project would create an environmental benefit by locating residential uses within close proximity to jobs and services and would reduce the overall impact of additional residents through an economy of scale in the consumption of natural resources. The Project would support the policy of the Strategic Plan to ensure that arts and culture remain central to Downtown through such anticipated programs as daily and permanent cultural events in the Civic Park and, through the extension of Civic Park to City Hall, the Project would physically and visually unify City and County government offices and support the Civic Center as a distinctive complex. The Project would also be consistent with the Bunker Hill policies of the Strategic Plan to reinforce the Bunker Hill District as a dominant center through the construction of distinctive high-rise buildings, to provide a variety of housing types, and to promote a pedestrian network that accommodates large buildings and open space.

The Project would support the goal of the Downtown Strategic Plan to introduce community-making elements, such as neighborhood retail stores, streetscape, and community facilities to Bunker Hill that are currently missing, and to introduce housing with commercial uses that would allow for a greater mix of multiple uses. The Project would reinforce Second

Street and become a pedestrian link between Bunker Hill and Hill Street and the status of Grand Avenue as the principal activity center of the area. The Project would also support the policy of the Downtown Strategic Plan to strengthen the Civic Center as a regional center for governmental employees through such measures as extending the Civic Center Mall to City Hall and to improve its accessibility to favor pedestrians. The Project would not interfere with the implementation of additional Strategic Plan programs, including proposed improvements on Hill and Olive Streets. Since the Project would support all the applicable policies of the Downtown Strategic Plan, the impact of the Project relative to this plan would be less than significant.

**(i) Los Angeles Civic Center Shared Facilities and Enhancement Plan**

The Project, which would develop parcels within the “10-Minute Diamond” with high-quality mixed use, including County office building, residences, hotel, restaurants, retail uses, and services would be consistent with the goals of the Los Angeles Civic Center Shared Facilities and Enhancement Plan to improve the economic vitality of the civic center and to increase pedestrian activity in the Civic Center area. The Project would generate pedestrian activity through a mix of residential/commercial uses, including street-front retail and restaurant uses. The Project would also encourage greater pedestrian activity through sidewalk and streetscape improvements and improved pedestrian routes through Civic Park, between Bunker Hill and City Hall.

The Project with County Office Building Option would be additionally consistent with the intent of the Shared Facilities and Enhancement Plan for Parcels Q and W-1/W-2 to provide a mix of office and residential uses. Parcel Q would contain 43 percent non-residential uses<sup>36</sup> and Parcels W-1/W-2 would contain 48 percent nonresidential uses.<sup>37</sup> The Project would be consistent with the intent of the Shared Facilities and Enhancement Plan to transform the Civic Center Mall into a more park-like setting, which would be attractive to workers, visitors, tourists, and residents. Components of the Project would also be consistent with applicable recommendations of the Shared Facilities and Enhancement Plan, including the reconfiguration of the Civic Park garage ramps; improved pedestrian connection to Civic Park; the use of thoughtfully designed paving to provide a garden-style, yet well-articulated design; the development of formal gardens and terracing; the extension of Civic Park to Spring Street, with the block between Broadway and Spring Street developed as a multi-use area; improved pedestrian and security lighting; and pedestrian-friendly crossing zones. The Project is compared with the applicable recommendations of the Shared Facilities and Enhancement Plan

<sup>36</sup> 284,000 sq. ft. of retail, restaurants, and services and 190,913 sq. ft. of hotel uses = 474,913 sq. ft. / 1,107,850 sq. ft. total Parcel Q development = 42.8 percent.

<sup>37</sup> 681,000 sq. ft. of commercial office uses, 64,000 sq. ft. of retail uses = 714,000 sq. ft. / 1,477,074 sq. ft total Parcels W-1/W-2 development = 48.3 percent.

relative to Civic Center Mall, the Hillside Quarter, and pedestrian crossings in Table 9 which starts on page 195. As shown in Table 9, the Project would be consistent with the primary objectives of the Shared Facilities and Enhancement Plan and no significant land use impacts would occur relative to this Plan.

**(j) Proposed Amended Design for Development to the Bunker Hill  
Redevelopment Plan**

The proposed Amended Design for Development to the Bunker Hill Redevelopment Plan would allow an average 6:1 FAR in the Bunker Hill Redevelopment Project. Since the Project's floor area would not exceed the average total 5:1 FAR in the Bunker Hill Redevelopment Project, it would not exceed the higher level that would be established under the proposed amendment of the Design for Development.

**(k) City of Los Angeles Planning and Zoning Code**

Parcels L and M-2 are zoned R5-4D, which allows high-density residential uses at a ratio of one dwelling unit per 200 square feet of lot area. Under this criterion, approximately 488 dwelling units<sup>38</sup> would be permitted in the combined Parcels L and M-2. Since the Project anticipates 710 dwelling units and 64,000 square feet of neighborhood and regional retail floorarea in Parcels L and M-2, zone changes and/or zoning variances would be required to allow additional dwelling units and retail uses. The Planning and Zoning Code contains mechanisms in which zone changes, variances, and/or CUPs may be granted to extend the "by right" zoning conditions, at the discretion of the City's decision makers, as long as the proposed changes would be consistent with the controlling land use plans and would result in public benefit. Any changes in existing zoning requirements at the Project site must be consistent with the Central City Community Plan and the Bunker Hill Redevelopment Plan.

Parcels Q and W-1/W-2 are zoned both R5-4D and C2-4D. In Parcel Q, approximately 75 percent of the land area is zoned R5-4D and 25 percent is zoned C2-4D. Approximately 524 dwelling units<sup>39</sup> would be allowed in the R5-zoned portion of the parcel and approximately 175 dwelling units<sup>40</sup> would be allowed in the C2-zoned portion of the parcel. Since the Project

<sup>38</sup> *97,574.4 sq. ft. of R5 zoned area divided by 200 = 487.8 dwelling units.*

<sup>39</sup> *104,870.7 sq. ft. of R5-zoned land area divided by 200 = 524 dwelling units.*

<sup>40</sup> *34,956.9 sq. ft. of C2-zoned land area divided by 200 = 175 dwelling units.*

Table 9

## Consistency of Proposed Project with the Los Angeles Civic Center Shared Facilities and Enhancement Plan

Policies	Analysis of Project Consistency
<b>Civic Center Mall</b>	
Break down or reconfigure the walls at each auto ramp for improved visibility and pedestrian access into the Civic Gardens [Civic Park].	<b>Consistent.</b> Existing automobile ramps would be reconfigured and relocated in order to enhance pedestrian access.
Develop strong pedestrian linkages from First Street and Temple Street through the County buildings to the Civic Gardens [Civic Park].	<b>Consistent.</b> Access from the north and south would be improved through upgraded crosswalk connections and relocation of the existing driveway ramps along the north-south streets dividing the three Civic Park sections. Under the Project, there are no specific plans for access through County buildings.
In the Hillside Quarter (Civic Park), sidewalk areas should have an 18" x 18" scoreline grid. Warm, friendly garden-style paving, such as decomposed granite, should be added in some locations and the concept of the Gardens reinforced through the use of a green or gray-green concrete detail.	<b>Consistent.</b> Under the Implementation Plan, paving would be thoughtfully designed and the Civic Park may also feature a paved plaza and an overlook at the western edge of the park for events with milling crowds.
<b>Hillside Quarter</b>	
The uses along the Civic Gardens [Civic Park] should remain largely government-oriented, but their relationship to the open space should be improved. The Gardens [park] should be re-conceptualized as a necklace of terraced gardens with improved access both from the bordering streets and through the surrounding buildings. The gardens [park] should be extended to the east, with the block between Broadway and Spring Street developed as a multi-use area containing shared uses for all the government branches.	<b>Consistent.</b> The Implementation Plan for the Civic Park includes re-grading of existing topography to create terraces, including the Grand Staircase at Grand Avenue, and dividing the park into three functional sections. Gardens would include the Great Lawn in the westerly section and formal gardens in the center section. The easternmost section between Broadway and Spring Street would be converted from existing surface parking and would be designed to accommodate specific programmed uses, particularly civic and community functions. Access from the surrounding area would be improved through upgraded crosswalk connections and reconfiguration of the existing driveway ramps along the north-south streets dividing the three Civic Park sections. The Conceptual Plan for this section also incorporates small, multi-use pavilions into the proposed facilities to provide a setting for civic event programming and festivals, along with small pavilions that could host food and drink concessions.
Park and garden-type lighting with pole lights, lights in trees, and uplighting of trees should be the main light source in the Civic Gardens.	<b>Consistent.</b> Under the Implementation Plan, lighting would be designed to enhance the detail and interest of the park. Lampposts would be architecturally interesting.
<b>Crosswalks and Mid-Block Crossings</b>	
Pedestrian paving in roadways	<b>Consistent.</b> Under the Implementation Plan, crosswalks on Hill Street



Table 9 (Continued)

## Consistency of Proposed Project with the Los Angeles Civic Center Shared Facilities and Enhancement Plan

Policies	Analysis of Project Consistency
should identify crossing zones as pedestrian-friendly to both vehicles and pedestrians and should be used to link pedestrian pathways and the open space system.	and Broadway may be enhanced to encourage easy passage among the park's three sections.
<p><i>Source: PCR Services Corporation, 2005.</i></p>	

anticipates approximately 500 dwelling units in Parcel Q, no zone variance would be required for density in the R5 zone. However, a zone change, or CUPs and zoning variances would be required to allow a hotel, public parking, signage, restaurants and alcohol service in the R5-zoned portion of Parcel Q. Of the land area in Parcels W-1/W-2, approximately 40 percent is zoned R5-4D and 60 percent is zoned C2-4D. Approximately 296 dwelling units<sup>41</sup> would be allowed in the R5-zoned portion of the parcel and 336 dwelling units<sup>42</sup> would be allowed in the C2-zoned portion of the parcel, for a total 444 dwelling units. Since the Project with County Office Building Option anticipates the development of 710 dwelling units, 64,000 sq. ft. of neighborhood and regional retail, and 681,000 sq. ft. of County office uses in Parcels W-1/W-2; and the Additional Residential Development Option anticipates 1,310 dwelling units, 64,000 sq. ft. of neighborhood and regional retail uses, a zoning variance would be required to allow the residential density under either Option.

Under further applicable City zoning, the subject parcels are zoned as follows: Parcels Q, W-1, and W-2 are partially zoned as C2-4D (Commercial Zone; Height District 4; D Limitation) and partially zoned R5-4D (Multiple Dwelling Zone; Height District 4; D Limitation); Parcel L is zoned as R5-4D; and Parcel M-2 is entirely zoned as R5-4D. The C2 zone allows for numerous residential, retail, and commercial uses including apartments, hotels, and office uses.<sup>43</sup> The R5 zone allows for residential dwellings and some commercial uses including hotels.<sup>44</sup>

<sup>41</sup> 59,241.6 sq. ft. of R5-zoned land area divided by 200 = 296 dwelling units.

<sup>42</sup> 88,862.4 sq. ft. of C2-zoned land area divided by 200 = 444 dwelling units.

<sup>43</sup> LAMC Zoning Code Section 12.14.

<sup>44</sup> LAMC Zoning Code Section 12.12.

In addition to the allowable uses, the zoning classifications also limit the permissible density, height of buildings, and development footprint, or floor area ratio (“FAR”). The R5 zone provides for a maximum density of 1 dwelling unit per 200 square feet, and the density permitted under the R5 regulation would apply to the Project even after the zoning is changed to C2.<sup>45</sup> With respect to height, although all five parcels are located within Height District 4, there is no height limit but FAR is limited to 13:1.<sup>46</sup> However, these parcels are subject to a zoning “D” limitation, which would limit FAR to 6:1. This “D” limitation is set forth in Ordinance 164,307, which provides that the FAR of 6:1 may be exceeded if the City approves a Conditional Use Permit. The Project with County Office Building Option would require zone changes and variances for development of Parcels Q, W-1/W-2, L and M-2. With the granting of such changes and variances, which would be granted after certification of the Final EIR by the Lead Agency, there would be no significant zoning impact. However, since the Project with County Office Building Option is not in compliance with the current designations, this conservatively concluded for the purposes of CEQA that there would be a significant impact relative to zoning.

### **(l) Regional Comprehensive Plan and Guide**

The proposed Project would be located in a highly urbanized area served by existing public services and infrastructure. The Project would be located within an existing developed area near transit, and consistent with the projected housing growth of the Central City Community Plan. As such, it would cause less adverse impact to the natural environment than construction in an undeveloped area not served by existing infrastructure and, as such, would be consistent with the applicable growth management guidelines of the Regional Comprehensive Plan and Guide (RCPG). The Project would be consistent with the RCPG transportation policies in that it would be located in a developed center served by a network of existing streets and freeways. Implementation of the Civic Park Conceptual Plan would impact culturally significant, character-defining features of the Civic Center Mall. Mitigation Measures D-1 through D-5, presented in Section IV.D of this Draft EIR, have been developed to reduce the impact on historical resources to the extent feasible and, as such, would be consistent with SCAG policy 3.21 that encourages the preservation of cultural resources. The Project would be consistent with SCAG growth parameters and the air quality policies of the RCPG. Also, since the Project would receive water service from the LADWP, which is working to increase the portion of its supply provided by recycled water, the Project would be consistent with the water quality policies of the RCPG. Since the Project would be substantially consistent with the policies and goals of the RCPG, the Project’s land use impacts relative to consistency with this land use plan and guide would be less than significant. The discussion of the Project with

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<sup>45</sup> Refer to LAMC Zoning Code Section 12.22AXVIII(a).

<sup>46</sup> LAMC Zoning Code Section 12.21.1.

County Office Building Option's consistency with RCPG policies is presented in Table 10 which starts on page 199.

## **(2) Project with Additional Residential Development Option**

The Project with Additional Residential Development Option would develop 600 residential units in place of the proposed 681,000 square-foot County office building on Parcels W-1/W-2, proposed under the Project with County Office Building Option. The Project with County Office Building Option and Project with Additional Residential Development Option would have comparable amount of floor area and building height. All of the other components of the Project would remain the same. The Project with Additional Residential Development Option would have up to 600 additional residential units and up to 120 affordable units more than the Project with County Office Building Option. As with the Project with County Office Building Option, this Option would consist of a variety of low- mid- and high-rise buildings. It would also be consistent land use with surrounding uses, due to several adjacent and nearby = mid- and high-rise multi-family uses. However, residential density may exceed the existing C2 requirements, which allow residential density consistent with the R5 zone and, as with the Project with County Office Building Option, would possibly require a zone variance or zone change. The Project with Additional Residential Development Option would be less consistent than the Project with County Office Building Option with older land use policies that recommend commercial offices in the Bunker Hill Redevelopment Project area in close proximity to the Civic Center; however, the Project with Additional Residential Development Option would provide greater support to more recent applicable land use plans and policies that are intended to increase the availability and range of housing stock; that encourage the increase of housing in jobs rich areas and enhancement of the connectivity between housing and employment opportunities; that support pedestrian activity and access; and that encourage the placement of housing along transportation corridors with access to public transportation, and availability of goods and services. As with the Project with County Office Building Option, the Project with Additional Residential Development Option would be compatible with surrounding land uses in relation to scale, use, and intensity and would be substantially consistent with the policies of the applicable land use plans and regulations. Since the Project with Residential Development Option would have greater floor area dedicated to affordable housing, it also would be consistent with the average 5:1 FAR limitation in Bunker Hill Redevelopment Project Area. Therefore, as with the Project with County Office Building Option, the Project with Additional Residential Development Option would result in less than significant impacts with regard to land use compatibility and plan consistency with applicable land use plans. However, as with the Project with County Office Building Option, the Project with Additional Residential Development Option would require zone changes and variances to allow the development proposed for Parcels Q, W-1/W-2, L and M-2. With the granting of such zone changes and variances, which may be granted after certification of the Final EIR by the Lead Agency and concurrently with other entitlements requested from the City of Los Angeles, there would be

Table 10

**Project Consistency with Applicable SCAG Policies per the Regional Comprehensive Plan and Guide,  
the 2004 Regional Transportation Plan and the Compass Growth Vision**

Policy	Analysis of Project Consistency
<b>Growth Management Chapter</b>	
Policy 3.01. The population, housing, and jobs forecasts which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	<b>Consistent.</b> The proposed Project would include up to 2,060 dwelling units or up to 2,660 dwelling units under the Additional Residential Development Option. The proposed Project would also generate up to 4,010 employees, whereas the Additional Residential Development Option would generate 1,410 employees. SCAG forecasts for the City of Los Angeles Sub-region, and the City's Central City Community Plan area are used as a basis of analysis and presented in Section IV.E, Population and Housing. As indicated, in Section IV.E, the potential increase in population, housing and employment would be consistent with the Central Los Angeles Community Plan forecasted growth, as well as that within the SCAG City of Los Angeles Subregion.
Policy 3.03. The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies	<b>Consistent.</b> Downtown Los Angeles is served by existing transportation, transit, public services, and utility systems that would be available to serve the Project. Therefore, the Project would be consistent with this SCAG growth policy.
Policy 3.04. Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.	The Project's housing units, up to 2,060 units in total, or up to 2,660 dwelling units under the Additional Residential Development Option, would contribute to the range of housing opportunities within the City and Subregion. The Project includes a variety of units, sizes, and prices, inclusive of the affordable units that would be subject to criteria established in affordable housing regulations. Further, the employment opportunities would cover a large range of salary levels.
Policy 3.05. Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	<b>Consistent.</b> Central Los Angeles is an urban City Center in which transportation, transit, public services, and utility infrastructure is in place. The Project would implement a pattern of development in which new multiple-family residences would be located in close proximity to a large supply of jobs in and around the Central City. Therefore, the Project would advance SCAG policies regarding jobs/housing balance by potentially reducing the length of commuting trips and also making use of the existing infrastructure without creating a need to develop substantial new infrastructure.

Table 10 (Continued)

**Project Consistency with Applicable SCAG Policies per the Regional Comprehensive Plan and Guide,  
the 2004 Regional Transportation Plan and the Compass Growth Vision**

Policy	Analysis of Project Consistency
Policy 3.09. Support the local jurisdiction's efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	<b>Consistent.</b> The development of the Project in an established urban center served by existing infrastructure would minimize the need for the development of new infrastructure and make more efficient use of existing facilities.
Policy 3.10. Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	<b>Consistent.</b> The Project is being implemented under the aegis of the Grand Avenue Authority, which is an independent public agency, established through a joint powers agreement between the Community Redevelopment Agency of the City of Los Angeles and the County of Los Angeles. This Agency was established to guide the Project in the most comprehensive and efficient manner possible. Further, the Project also includes an Additional Residential Development Option and an Equivalency Program that would expedite implementation of a range of final development mixes, without exceeding the Project's impacts as analyzed in the EIR.
Policy 3.12: Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk or bike.	<b>Consistent.</b> The Project would be located adjacent to the Civic Center station for the Red Line, a 17-mile-long subway system, which serves the Civic Center and provides connection to the Blue Line, Green Line, Union Station, and a network of rail and transit throughout the region. Other existing transit modes in the proximity of the proposed development sites include buses and shuttles. The location of the Project site in the Central City would enable the use of transit and, thereby, reduce vehicle miles traveled. The location would also create opportunities for residents to walk to places of employment in the jobs-rich Central City.
Policy 3.13: Encourage local jurisdictions' plan that maximize the use of existing urbanized areas accessible to transit through infill and development.	<b>Consistent.</b> The Project would develop underutilized parcels in the Central City and, as such, would be an infill development. The Central City is an existing, highly urbanized area accessible to existing transit. As such, the Project would be consistent with SCAG policies relative to redevelopment and infill in an urban area.
Policy 3.14. Support local plans to increase density off future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	<b>Consistent.</b> The Project would provide high density residential units in the downtown area, the regional transportation center for Southern Californian, with the conjoining of freeway, rail, and light rail, subway, and bus services. The Project's population would support multiple transportation modes, and provide all residents non-auto access to a substantial number of locations

Table 10 (Continued)

**Project Consistency with Applicable SCAG Policies per the Regional Comprehensive Plan and Guide,  
the 2004 Regional Transportation Plan and the Compass Growth Vision**

Policy	Analysis of Project Consistency
	throughout the region. The provision of the high density housing at this location is supportive of Local Plans that are responsive to Policy 3.14, as described in Tables 5 to 9, above.
Policy 3.15. Support local Jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.	<b>Consistent.</b> The Project is itself a mixed-use development with residential, retail, hotel and possible office components. Further, the Project's housing units would contribute to the mixed-use fabric of the downtown area which is substantially jobs rich. As described for the previous policy, Policy 3.14, the Project is located in proximity to transit stations and transit corridors.
Policy 3.16: Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	<b>Consistent.</b> The Project would redevelop and revitalize primarily underdeveloped city blocks and a public park located in the Central City. The Civic Center and Bunker Hill sites are in close proximity to transportation corridors, including the existing Harbor and Santa Ana Freeways, and other transit infrastructure. The Project would have a positive contribution to the Central City's redevelopment and address needs identified in the Central City Community Plan, including the adequacy of housing and a mix of retail uses, perceived safety and cleanliness of downtown, and aging infrastructure.
Policy 3.18: Encourage planned development in locations least likely to cause adverse environmental impact	<b>Consistent.</b> The Project would be developed on primarily vacant city blocks, currently used for parking facilities, and the underutilized Civic Center Mall. Development at this location would cause minimal environmental impacts relative to on-site natural conditions since no native habitat or other natural resources would be impacted. In addition, the Project would be similar in scale and character to existing surrounding uses, which would reduce the possibility of significant impacts on adjacent uses.
Policy 3.20: Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	<b>Consistent.</b> The proposed development sites do not contain, nor are adjacent to, vital environmental resources such as wetlands, groundwater recharge areas, and lands containing biotic habitat.
Policy 3.21: Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	<b>Consistent.</b> Implementation of the Civic Park Conceptual Plan, depending on its final design, may impact culturally significant, character-defining features of the Civic Center Mall. Mitigation measures have been developed to reduce the impact

Table 10 (Continued)

**Project Consistency with Applicable SCAG Policies per the Regional Comprehensive Plan and Guide,  
the 2004 Regional Transportation Plan and the Compass Growth Vision**

Policy	Analysis of Project Consistency
	on historical resources to the extent feasible and, as such, would be consistent with the policy to implement measures to preserve cultural resources. (see Section IV.D, Historic Resources, of this Draft EIR). The potential impact of the Project on archaeological and paleontological resources has been evaluated in the Initial Study. The Initial Study, contained in Appendix A of this Draft EIR, concludes that the impact of the Project on archaeological and paleontological resources would be less than significant.
Policy 3.22: Discourage development, or encourage the use of special design requirements, in areas with steep slope, high fire, flood, and seismic hazards.	<b>Consistent.</b> The proposed development sites are not subject to hazards associated with high fire or flood. The geological implications of the development, including slope and seismic hazards are addressed in the Initial Study, which is contained in Appendix A of this Draft EIR. The Initial Study concluded that geologic impacts would be less than significant.
Policy 3.23: Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage and to develop emergency response and recovery plans.	<b>Consistent.</b> The Project site is located in a highly urbanized area and is not located in an area with significant biological and ecological resources. Therefore, the Project would not have any significant noise effects on biological or ecological resources. Construction and operational noise is addressed in Section IV.G, Noise, of this Draft EIR. Exposure to seismic hazards and earthquake damage would be minimized through compliance with applicable requirements. The Project would not create a blockage of major highways or interfere with existing emergency response plans. Emergency access would be provided to the site as required. Therefore, the Project would be consistent with this SCAG policy.
Policy 3.24: Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional housing needs Assessment.	<b>Consistent.</b> The Project would provide up to 2,060 housing units, of which 412, (i.e. 20 %), would be affordable, thus contributing to housing needs, as addressed in the Regional Housing Needs Assessment. Under the Additional Residential Development Option, this policy is implemented to an even greater level as up to 2,660 housing units, of which 532 would be affordable, would be developed. Refer to Section IV.E of the Draft EIR, Population and Housing, for further discussion.

**Table 10 (Continued)**

**Project Consistency with Applicable SCAG Policies per the Regional Comprehensive Plan and Guide, the 2004 Regional Transportation Plan and the Compass Growth Vision**

<b>Policy</b>	<b>Analysis of Project Consistency</b>
<p>Policy 3.27: Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.</p>	<p><b>Consistent.</b> The redevelopment of the underutilized Project site in an existing urban area supports the sustainability of the community. The Project impacts on police, fire, schools, and parks are evaluated in respective sections of this Draft EIR. According to these analyses, with implementation of regulations, project design features and recommended mitigation measures, the proposed Project would not result in significant impacts on these services. The Project would provide additional housing in the region and would, therefore, have a beneficial impact on housing.</p>
<p><b>2004 Regional Transportation Plan</b></p>	
<p>1st Transportation investments shall be based on SCAG’s adopted Regional Performance Indicators:</p> <p>This policy is directed toward SCAG activities pertaining to the implementation of its own policies and to agencies with jurisdiction over the management of transportation systems (e.g., Caltrans, MTA, City transportation departments, etc.). The performance standards set levels of service and/or improvements that can be used to monitor the quality of transportation systems (e.g., improve travel speeds by 10 percent, sustain system performance at a cost of \$20 per capita, etc.).</p>	<p><b>Consistent.</b></p> <p>As the proposed Project would not be responsible for monitoring or measuring the performance of regional transportation, this policy is not directly applicable to the Project. However, the policy is intended to encourage land use and transportation planning in a manner that would cause favorable outcomes for the performance indicators. The Project’s development characteristics are consistent with design principles that are considered to make positive contributions to the performance of the transportation system. For example, the Project would provide a substantial number of housing units, inclusive of affordable housing, the Project would provide housing for the disproportionately jobs rich downtown area, providing workers the opportunity to live closer to their work place, and avoid long commutes that adversely affect the performance indicators.</p> <p>Further, the Project would be constructed in an area of existing transportation infrastructure in which the existing freeways, city streets, and transit would be maintained and operated. The Project supports the use of alternative transportation modes, such as transit, shuttles, and walking. To the extent that these modes are used by Project residents or visitors, due to their immediate availability, the measured levels of the performance indicators would be improved.</p>



Table 10 (Continued)

**Project Consistency with Applicable SCAG Policies per the Regional Comprehensive Plan and Guide,  
the 2004 Regional Transportation Plan and the Compass Growth Vision**

Policy		Analysis of Project Consistency
2nd	Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.	<b>Consistent.</b> The proposed Project supports transportation safety as its design does not create any situations wherein traffic hazards are created or exacerbated. The Project would be located within the downtown area, the regional transportation center for Southern Californian, with the conjoining of freeway, rail, light rail, subway, and bus services. The Project's population would support multiple transportation modes, and provide all residents non-auto access to regional locations.
3rd	RTP land uses and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.	<b>Consistent.</b> The Project supports growth as anticipated in the SCAG forecasts for the SCAG City of Los Angeles Subregion and the Central City Community Plan Area. No actions are required to address variations from the strategies. (See the discussion of SCAG Growth Management Policies above, Policy 3.01 in particular, and Section IV.E, Population and Housing of the Draft EIR.)
4th	HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged.	<b>Consistent.</b> This policy is not applicable to the proposed Project.
<b>Open Space and Conservation Chapter</b>		
	Core Actions: <ul style="list-style-type: none"> <li>• Increase the accessibility to open space lands for outdoor recreation.</li> <li>• Promote self-sustaining regional recreation resources and facilities.</li> </ul>	<b>Consistent.</b> The Civic Park component of the Project would provide 16 acres of open space for a variety of uses including special civic events and activities, cultural and entertainment activities, garden space, etc.
<b>Growth Vision Report</b>		
	Principle 1: Improve <b>mobility</b> for all residents <ul style="list-style-type: none"> <li>• Encourage transportation investments and land use decisions that are mutually supportive.</li> <li>• Locate new housing near existing jobs and new jobs near existing housing.</li> <li>• Encourage transit-oriented development.</li> <li>• Promote a variety of travel choices</li> </ul>	<b>Consistent.</b> The proposed Project is an in-fill development within an existing urban area, located in the downtown area of Los Angeles. The Project would provide a substantial number of housing units, inclusive of affordable housing, in the jobs-rich downtown area. The downtown area is the regional transportation center for Southern California, with the conjoining of freeway, rail, light rail, subway, and bus services. The Project's population would support multiple transportation modes.
	Principle 2: Foster <b>livability</b> in all communities <ul style="list-style-type: none"> <li>• Promote infill development and redevelopment to revitalize existing communities.</li> <li>• Promote developments, which provide a mix</li> </ul>	<b>Consistent:</b> The Project would provide an infill development within the downtown area, and contribute to the revitalization of the downtown area. It would generate pedestrian activity, and enhance the downtown area as a place of pedestrian

Table 10 (Continued)

**Project Consistency with Applicable SCAG Policies per the Regional Comprehensive Plan and Guide,  
the 2004 Regional Transportation Plan and the Compass Growth Vision**

Policy	Analysis of Project Consistency
<p>of uses.</p> <ul style="list-style-type: none"> <li>Promote “people scaled,” walkable communities.</li> <li>Support the preservation of stable, single-family neighborhoods.</li> </ul>	<p>and shuttle related activities. Project development would not require alterations to existing stable residential neighborhoods, and would provide an alternative living choice outside of existing residential neighborhoods.</p>
<p>Principle 3: Enable <b>prosperity</b> for all people</p> <ul style="list-style-type: none"> <li>Provide, in each community, a variety of housing types to meet the housing needs of all income levels.</li> <li>Support educational opportunities that promote balanced growth.</li> <li>Ensure environmental justice regardless of race, ethnicity or income class.</li> <li>Support local and state fiscal policies that encourage balanced growth.</li> <li>Encourage civic engagement.</li> </ul>	<p><b>Consistent.</b> Many of the Principle 3 items apply to civic responsibilities that are beyond the scope of an individual project. However, it may be noted that the Project’s housing units would contribute to the range of housing opportunities within the City and Subregion. The Project includes a variety unit sizes, and prices, inclusive of affordable units that would be subject to criteria established in affordable housing regulations. There is nothing in the Project that would inhibit the furtherance of the stated principle.</p>
<p>Principle 4: Promote <b>sustainability</b> for future generations</p> <ul style="list-style-type: none"> <li>Preserve rural, agricultural, recreational and environmentally sensitive areas.</li> <li>Focus development in urban centers and existing cities.</li> <li>Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.</li> <li>Utilize “green” development techniques.</li> </ul>	<p><b>Consistent.</b> The proposed Project is an in-fill development within an existing urban area, located in the downtown area of Los Angeles. It is a high-density Project that would provide for a large population within a small amount of land; and that would contribute to the vibrancy of the City’s urban core. The Project would avoid development within rural, recreational and environmentally sensitive areas. It would be located within the downtown area and would tie into existing infrastructure systems. The Project proposes to meet the requirements of Title 24 of the California Energy Code.</p>
<b>Air Quality Core Actions Chapter</b>	
<p>Policy 5.07: Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.</p>	<p><b>Consistent.</b> This policy is implemented by SCAG with regard to its regulatory programs. The impact of the Project and proposed mitigation measures relative to air quality are evaluated in Section IV.F, Air Quality, of this Draft EIR. As concluded in this analysis, the Project would be consistent with SCAG growth parameters and, therefore, would be consistent with the SCAQMD Air Quality Management Plan.</p>
<p>Policy 5.11: Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.</p>	<p><b>Consistent.</b> The impacts of the Project relative to Land Use, Transportation, and Air Quality are evaluated in respective sections of this Draft EIR. As determined in the respective analyses, the Project would not result in conflicts with any regional plans relative to air quality, transportation, or land use.</p>

Table 10 (Continued)

**Project Consistency with Applicable SCAG Policies per the Regional Comprehensive Plan and Guide,  
the 2004 Regional Transportation Plan and the Compass Growth Vision**

Policy	Analysis of Project Consistency
<b>Water Quality Recommendations and Policies Chapter</b>	
Policy 11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	<b>Consistent.</b> The Project would be served by the LADWP, which is working to increase the portion of its supply provided by recycled water. LADWP water demand projections and major improvements to the water system are based on the growth in population anticipated by the General Plans of participating cities. Since the Project is within the growth projection of the Central City Community Plan, the LADWP's projected water supply would be adequate to serve the Project.

no significant zoning impact. However, since the Project with Additional Residential Development Option is not in compliance with the current LAMC provisions, it is conservatively concluded for the purposes of CEQA that there would be a significant impact relative to zoning.

#### 4. CUMULATIVE IMPACTS

Section III, Environmental Setting, provides a list of 93 projects that are planned or are under construction in the Project area. Development of the related projects is anticipated to occur in accordance with adopted plans and regulations. Based on the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the area surrounding the proposed Project would implement and support important local and regional planning goals and policies. It is anticipated that any new projects would be subject to the project permit approval process and would incorporate any mitigation measures necessary to reduce potential land use impacts and that no significant impacts with regard to adopted land use plans would occur. However, in as much as the Project would create a significant impact with respect to zoning, and related projects may require a variety of variances and zone changes, it is concluded that cumulative zoning impacts would be significant.

#### 5. MITIGATION MEASURES

The Project with County Office Building Option, as well as the Project with Additional Residential Development Option, would not result in significant impacts associated with land use compatibility, division of an existing community, or consistency with adopted land use plans and

guidelines. Therefore, no mitigation measures in relation to land use compatibility and adopted plans would be required. No mitigation exists to address non-compliance with existing zoning designations, an impact that would be considered less than significant with the granting of the requested zone changes and variances.

## **6. LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Either the Project with County Office Building Option or the Project with Additional Residential Development Option, would be compatible with the land use, scale, density, and intensity of adjacent and surrounding existing development. In addition, these Options would not create a division or disruption of an established community. Finally, the Project would be consistent with existing adopted land use plans, including the General Plan Framework, the Central City Community Plan, the Bunker Hill Redevelopment Plan, and SCAG's RCPG. However, both Project Options would require zone changes and variances for the development of Parcels Q, W-1/W-2, L and M-2. With the granting of such zone changes and variances, which may be granted after certification of the Lead Agency and concurrently with other entitlements requested from the Final EIR by the City of Los Angeles, there would be no significant zoning impact. However, since neither Project Option would be in compliance with the current designations, it is conservatively concluded for the purposes of CEQA that there would be a significant impact relative to zoning.

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## **IV. ENVIRONMENTAL IMPACT ANALYSIS**

### **B. TRAFFIC, CIRCULATION AND PARKING**

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#### **1. INTRODUCTION**

This section is based on the technical report, *Grand Avenue Project EIR Traffic Study*, prepared by The Mobility Group, May 24, 2006. The transportation and traffic technical report, contained in Appendix B of this Draft EIR, analyzes the potential impact of the Project on the surrounding street system, including the Project's driveway access points. This section is a summary of that report and includes an evaluation of the traffic conditions on the existing street and highway network serving the Project site and the impact of traffic generated by the Project on future roadway conditions. The traffic impact analysis is based on occupancy of the proposed Project in 2015.

#### **2. ENVIRONMENTAL SETTING**

The Project site is located in downtown Los Angeles at the center of the metropolitan Los Angeles region. Downtown Los Angeles is a regional transportation hub, served by the Harbor, Hollywood, Glendale, Pasadena, Golden State, San Bernardino, Pomona, Santa Ana, and Santa Monica Freeways; as well as commuter rail, subway, light rail, and bus transit services. The following are descriptions of the regional freeway and local street systems serving the Project site.

##### **a. Regional Freeway System**

The primary regional access to the Project area is provided by the Hollywood/Santa Ana (US-101) Freeway and the Harbor/Pasadena (SR-110) Freeway. The Hollywood/Santa Ana Freeway runs in an east-west direction north of the Project site, while the Harbor/Pasadena Freeway runs north-south to the west of the Project site. The Hollywood/Santa Ana and the Harbor/Pasadena freeways also provide access to the Glendale (SR-2) and Golden State (I-5) Freeways to the north, to the San Bernardino (I-10) and Pomona (SR-60) Freeways to the east, to the Santa Ana (I-5) Freeway to the south, and to the Santa Monica Freeway (I-10) to the west. Surface street access and principal access to the Project site is provided by key freeway interchanges, including ten freeway off-ramps and eight freeway on-ramps.

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**(1) Hollywood Freeway Ramps**

On- and off-ramps serving the Project site from the Hollywood/Santa Ana Freeway include the following:

- Eastbound off-ramp at Hope Street & Temple Street;
- Eastbound on-ramp at Hope Street & Temple Street;
- Westbound off-ramp at Grand Avenue;
- Westbound on-ramp at Grand Avenue to US-101 (westbound);
- Westbound on-ramp at Grand Avenue to SR-110 (northbound and southbound);
- Eastbound off-ramp at Broadway;
- Westbound on-ramp at Broadway; and
- Westbound off-ramp at Spring Street.

**(2) Harbor/Pasadena Freeway Ramps**

On- and off-ramps serving the Project site from the Harbor/Pasadena Freeway include the following:

- Northbound off-ramp at Sixth Street;
- Southbound off-ramp at Sixth Street;
- Northbound on-ramp at Fifth Street;
- Southbound on-ramp at Fifth Street;
- Northbound off-ramp at Fourth Street;
- Southbound off-ramp at Fourth Street;
- Northbound on-ramp at Third Street;
- Southbound on-ramp at Third Street;
- Southbound on-ramp at Second Street; and

- Northbound off-ramp at Hope Street and Temple Street from the northbound SR-110 to eastbound US-101 connector road.

### **b. Local Street System**

The Project area is well served by an extensive system of arterial and local streets. Because of the quite significant grade differences of the Bunker Hill area, the existing street system on Bunker Hill is quite complex. Some of the streets are either discontinuous or do not connect directly into the street grid that occurs in the rest of downtown. In other cases, some streets are grade separated, one street is a two-level street, and two of the streets in the downtown grid run in tunnels under Bunker Hill.

The principal north/south streets in the immediate Project area are Hope Street, Grand Avenue, Olive Street and Hill Street. Hope Street and Grand Avenue both connect to the Hollywood/Santa Ana freeway system to the north of the Project site. Olive Street does not extend further north than First Street. Hill Street extends north into Chinatown and, while it does not provide connections to the Hollywood Freeway, it does provide connections to the Pasadena Freeway north of Chinatown. Between just north of Upper Second Street and Fourth Street, Grand Avenue has both an upper level (which is the principal street but with no driveway access to buildings) and a lower level (which serves parking garages and as a secondary distribution system). Grand Avenue, Olive Street and Hill Street are the main streets that connect south into the central part of downtown. Hope Street is a local street that runs only as far south as Fifth Street.

The principal east/west streets are Temple Street, First Street, and Fourth Street. Second Street and Third Street pass under Bunker Hill in tunnels between Hill Street and Flower/Figueroa Street and so do not provide direct access to Bunker Hill buildings. Upper Second Street is a local east-west street on the surface and in the Project area is discontinuous. A new connection of Upper Second Street between Grand Avenue and Olive Street is planned for construction in the next two years. Upper Third Street is a local street on the surface, between Hope Street and Grand Avenue only. Fourth Street is a one-way eastbound street that is largely grade separated through Bunker Hill but which does connect directly to Lower Grand Avenue, and by ramps to Hope Street. General Thaddeus Kosciuszko (GTK) Way is a local street providing connections to Lower Grand Avenue. Key east/west and north/south streets serving the Project site are described below.

#### **(1) North/South Streets**

Key north/south streets serving the Project site are as follows:

Grand Avenue, a Modified Major Class II Highway running in the north-south direction, is a two-way street in the Project area (north of Fifth Street). South of Fifth Street, Grand Avenue is one way southbound. Grand Avenue between Temple Street and First Street has three lanes in each direction with a central left-turn lane. Curb parking is not permitted at any time on either side of the street. Grand Avenue south of First Street has two lanes in each direction with left-turn lanes at the intersections and a raised median south of Second Street. Curb parking is generally permitted south of Second Street on both sides of the street.

Grand Avenue (Lower), a local street located beneath Grand Avenue that runs from north of General Thaddeus Kosciuszko Way south to Fourth Street, is 60 feet wide and has two lanes in each direction with a central left-turn median.

Olive Street, a Secondary Highway running south from First Street, to the east of Grand Avenue, is 66 feet wide and has two lanes in each direction with a central left-turn lane. Parking is generally not allowed north of General Thaddeus Kosciuszko Way except for a small stretch on the east side between General Thaddeus Kosciuszko Way and Upper Second Street.

Hill Street, a Secondary Highway running north-south east of Parcels W-1/W-2, is a 66-foot-wide, two-way street that generally provides three southbound lanes and two northbound lanes and a central left-turn lane. Parking is generally not allowed on Hill Street in the study area, although a passenger loading zone and on-street parking exist on the west side in front of the County Court House and the County Administration Building. Parking is also permitted on the east side between Second and First Street except in the P.M. peak period (4:00-7:00 P.M.).

Hope Street, a Secondary Highway running north-south through the Project area, terminates at Temple Street and the US-101 Freeway ramps to the north. To the south, Hope Street runs through Bunker Hill to Fourth Street and also connects back to Grand Avenue before Fifth Street. North of First Street, Hope Street is 60 feet wide and has two lanes in each direction with a central left turn lane. Parking is generally allowed except on the east side of the street at the south end of the block. Passenger loading zones are located mid-block on each side of the street. South of First Street, Hope Street is a one-way northbound street between Second Street and First Street, which merges with Flower Street (one-way southbound) at First Street. South of Second Street, Hope Street is a two-way street.

## **(2) East/West Streets**

Key east/west streets serving the Project site are as follows:



Temple Street, a Major Class II Highway in the Project area, is generally 56-63 feet wide with two lanes in each direction, and left-turn lanes at intersections. Parking is not allowed on either side of the street.

First Street, a Major Class II Highway is 80 feet wide and has three lanes in each direction, with left-turn lanes at intersections. Parking is generally allowed on both sides of the street between Grand Avenue and Olive Street with peak hour restrictions.

Upper Second Street, a local street that is discontinuous in the Project area and connects to Hope Street and Grand Avenue to the west, is 54 feet wide and has two lanes in each direction, with left-turn lanes at intersections. To the east Second Street also extends as a one-way street west from Hill Street to Olive Street. A new connection of Second Street between Grand Avenue and Olive Street is planned for construction within the next two years.

Second Place/General Thaddeus Kosciuszko Way, a local street running east-west from Flower Street to Olive Street, provides access to Lower Grand Avenue. It is 60 feet wide between Hope Street and Lower Grand Avenue and has two lanes in each direction with left-turn lanes at intersections. Parking is allowed on both sides of the street on this stretch. Between Lower Grand Avenue and Olive Street, the roadway is 44 feet in width with no parking allowed on either side of the street.




### **c. Existing Service Levels**

#### **(1) Study Intersections**

In conjunction with Los Angeles Department of Transportation (LADOT), a total of thirty-two study intersections were identified for analysis. Study intersections are those located within a study area where the vast majority of trips associated with the Project would be focused and through which many of the Project trips would travel before dispersing to multiple routes. Figure 13 on page 213, depicts the regional street network and the study intersections. All of the study intersections are signalized. The existing lane configurations of the study intersections are shown in Figure 2-2 of the Mobility Group Traffic Study (Appendix B of this Draft EIR). The 32 intersections identified for analysis are as follows:

- Intersection No. 1: Figueroa Street / Third Street;
- Intersection No. 2: Figueroa Street / Fifth Street;
- Intersection No. 3: Figueroa Street / Sixth Street;
- Intersection No. 4: Temple Street / I-110 Off-Ramp;

**LEGEND:**

-  Project Site
-  Analyzed Intersection
-  Red Line Station

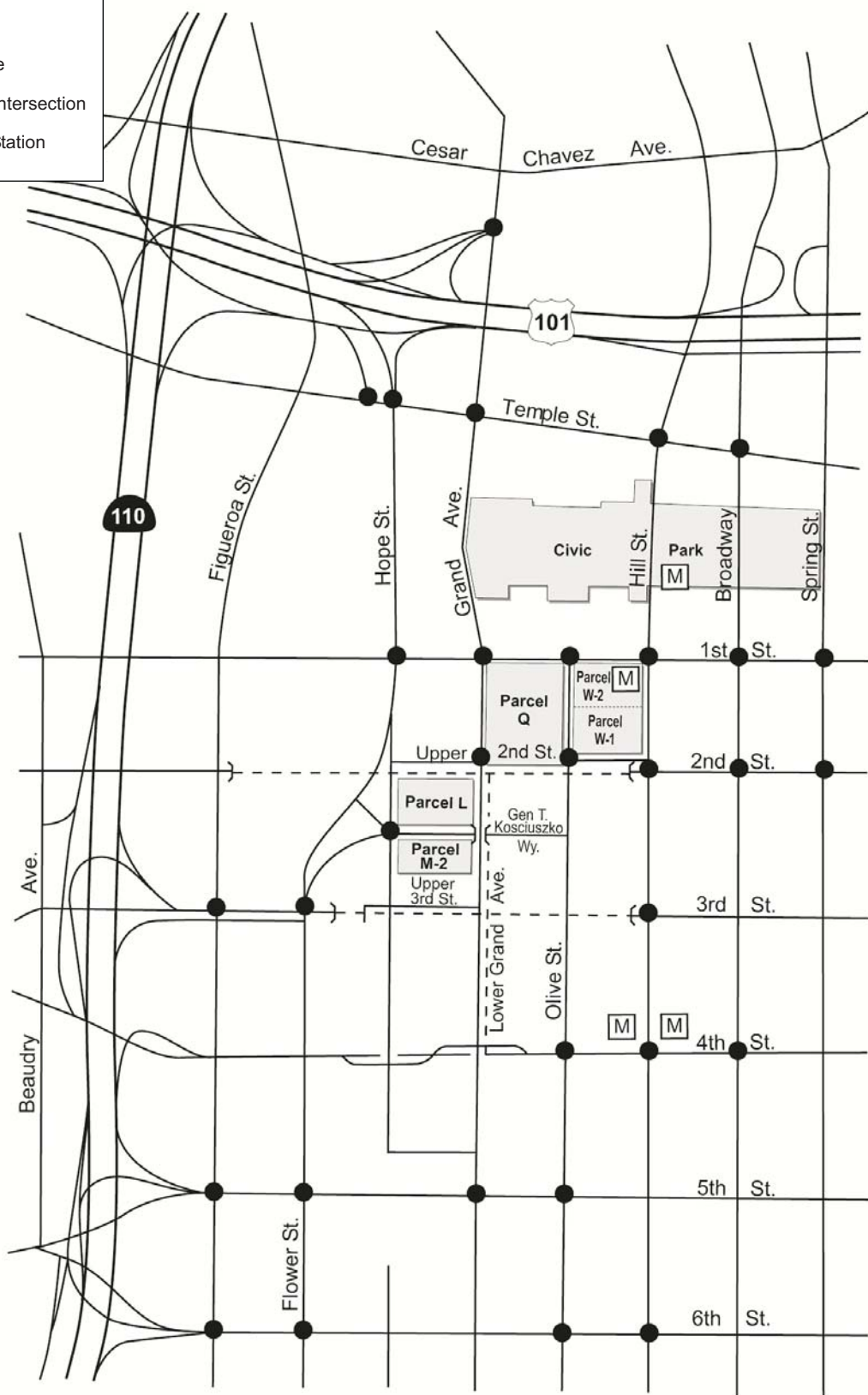


Figure 13  
Project Site Location and  
Analyzed Intersections

Source: The Mobility Group, 2006

- Intersection No. 5: Hope Street / Temple St. (US-101 Ramps);
- Intersection No. 6: Hope Street / First Street;
- Intersection No. 7: Hope Street / General T. Kosciuszko Way;
- Intersection No. 8: Flower Street / Third Street;
- Intersection No. 9: Flower Street / Fifth Street;
- Intersection No. 10: Flower Street / Sixth Street;
- Intersection No. 11: Grand Avenue / US-101 / I-110 Ramps;
- Intersection No. 12: Grand Avenue / Temple Street;
- Intersection No. 13: Grand Avenue / First Street;
- Intersection No. 14: Grand Avenue / Upper Second Street;
- Intersection No. 15: Grand Avenue / Fifth Street;
- Intersection No. 16: Olive Street / First Street;
- Intersection No. 17: Olive Street / Upper Second Street;
- Intersection No. 18: Olive Street / Fourth Street;
- Intersection No. 19: Olive Street / Fifth Street;
- Intersection No. 20: Olive Street / Sixth Street;
- Intersection No. 21: Hill Street / Temple Street;
- Intersection No. 22: Hill Street / First Street;
- Intersection No. 23: Hill Street / Second Street;
- Intersection No. 24: Hill Street / Third Street;
- Intersection No. 25: Hill Street / Fourth Street;
- Intersection No. 26: Hill Street / Sixth Street;
- Intersection No. 27: Broadway / Temple Street;
- Intersection No. 28: Broadway / First Street;
- Intersection No. 29: Broadway / Second Street;
- Intersection No. 30: Broadway / Fourth Street;
- Intersection No. 31: Spring Street / First Street; and
- Intersection No. 32: Spring Street / Second Street.

## **(2) Existing Peak Hour Service Levels**

New traffic counts were conducted in September and October of 2005 to obtain existing turning movement counts for all 32 intersections, for both the A.M. and the P.M. peak periods (7:00am -10:00am, and 3:00pm to 6:00pm respectively). The peak hour is the highest volume hour within the peak period. While it varies somewhat between specific locations, the count data indicates it generally occurs between 8:00am and 9:00am for the A.M. peak hour, and between 5:00pm and 6:00pm for the P.M. peak hour. The existing traffic volumes for the A.M. and P.M. peak hours are illustrated in Figures 2-3 and 2-4 of the Mobility Group traffic report contained in Appendix B of this Draft EIR. Level of Service (LOS) values for A.M. and P.M. peak-hour conditions are summarized in Table 11 on page 216.

Table 12 on page 217 summarizes the existing A.M. and P.M. peak hour Volume to Capacity (V/C) ratios and corresponding levels of service at the 32 study intersections. As shown in Table 12, all of the studied intersections currently operate at Level of Service (LOS) C or better during the A.M. peak hour and, with the exception of Intersection No. 5 (Hope and Temple Streets at the Hollywood/Santa Ana Freeway on- and off-ramps), all of the study intersections currently operate at LOS C or better during the P.M. peak hour. During the P.M. peak hour, Intersection No. 5 currently operates at LOS D. Existing intersection service levels are illustrated in Figure 14 on page 218.

### **d. Existing Transit Service**

Extensive transit services, including both rail and buses, currently serve the Project area.

#### **(1) Rail Service**

Los Angeles Union Station, located approximately one half-mile northeast of the Project site, is the hub for the regional Southern California rail system serving downtown Los Angeles. Rail service comprises the Metrolink Rail system (commuter rail), Metro Red Line (heavy rail - subway), the Metro Gold Line (light rail), and Amtrak (local commuter and national passenger rail). The Metro Gold Line is a light rail service connecting Union Station to Pasadena. The Metrolink commuter rail system serves the greater metropolitan Los Angeles area, with routes serving downtown Los Angeles from Ventura County, Antelope Valley/Palmdale, San Bernardino, Riverside, Fullerton/Riverside, and Orange County/Oceanside. Amtrak, the national passenger rail service, serves travelers to/from Los Angeles, as well as commuters to other Southern California regions including Orange and San Diego Counties.

**Table 11****Level of Service Definitions for Signalized Intersections**

<b>Level of Service</b>	<b>Description</b>	<b>Volume to Capacity Ratio</b>
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 – 0.700
C	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 – 0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There is no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 – 0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901 – 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.00

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*Source: The Mobility Group, January 2006*

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The Metro Red Line is a subway line that serves the Mid-Wilshire corridor, Hollywood, and the East San Fernando Valley. From Union Station, the Red Line runs through downtown to the west Mid-Wilshire corridor to the west. The Red Line then runs north to serve Hollywood and the East San Fernando Valley where it terminates in North Hollywood. At the North Hollywood station, direct connections are provided to the new Metro Rapid Bus Orange Line that runs to Warner Center in the West San Fernando Valley. The Red Line Civic Center Station directly serves the Project site. The Civic Center Station has portals at the intersection of Hill Street and First Street (at the southwest corner of Parcel W-2) and on the east side of Hill Street in the existing Civic Mall, midway between First Street and Temple Street.

Table 12

## Existing Conditions – Intersection Level of Service

Intersection	Existing Conditions			
	A.M Peak Hour		P.M Peak Hour	
	V/C	LOS	V/C	LOS
Figueroa St. / Third St.	0.674	B	0.800	C
Figueroa St. / Fifth St.	0.382	A	0.627	B
Figueroa St. / Sixth St.	0.483	A	0.480	A
Temple St. / I-110 Off-Ramp	0.346	A	0.341	A
Hope St. / Temple St. (US-101 Ramps)	0.750	C	0.811	D
Hope St. / First St.	0.792	C	0.601	B
Hope St. / General T. Kosciuszko Way	0.360	A	0.702	C
Flower St. / Third St.	0.571	A	0.380	A
Flower St. / Fifth St.	0.373	A	0.391	A
Flower St. / Sixth St.	0.421	A	0.348	A
Grand Ave. / US-101 / I-110 Ramps	0.525	A	0.790	C
Grand Ave. / Temple St.	0.758	C	0.699	B
Grand Ave. / First St.	0.607	B	0.687	B
Grand Ave. / Upper Second St.	0.404	A	0.294	A
Grand Ave. / Fifth St.	0.353	A	0.445	A
Olive St. / First St.	0.419	A	0.542	A
Olive St. / Upper Second St.	0.299	A	0.364	A
Olive St. / Fourth St.	0.299	A	0.489	A
Olive St. / Fifth St.	0.489	A	0.612	B
Olive St. / Sixth St.	0.309	A	0.371	A
Hill St. / Temple St.	0.645	B	0.785	C
Hill St. / First St.	0.595	A	0.717	C
Hill St. / Second St.	0.624	B	0.541	A
Hill St. / Third St.	0.718	C	0.727	C
Hill St. / Fourth St.	0.402	A	0.483	A
Hill St. / Sixth St.	0.359	A	0.425	A
Broadway / Temple St.	0.672	B	0.643	B
Broadway / First St.	0.615	B	0.630	B
Broadway / Second St.	0.493	A	0.547	A
Broadway / Fourth St.	0.348	A	0.440	A
Spring St. / First St.	0.411	A	0.353	A
Spring St. / Second St.	0.466	A	0.296	A

Source: *The Mobility Group, 2006.*

The Red Line connects to the Metro Blue Line light rail service from downtown to Long Beach, at the Seventh and Flower Station to the south of the Project site. The Metro Blue Line also connects at the Harbor/Santa Monica Freeway (I-110/I-105) station to the Metro Green Line (light rail) which runs east-west from Norwalk to Redondo Beach.

**LEGEND:**

- Project Site
- Analyzed Intersection
- M Red Line Station
- A/A AM LOS/PM LOS

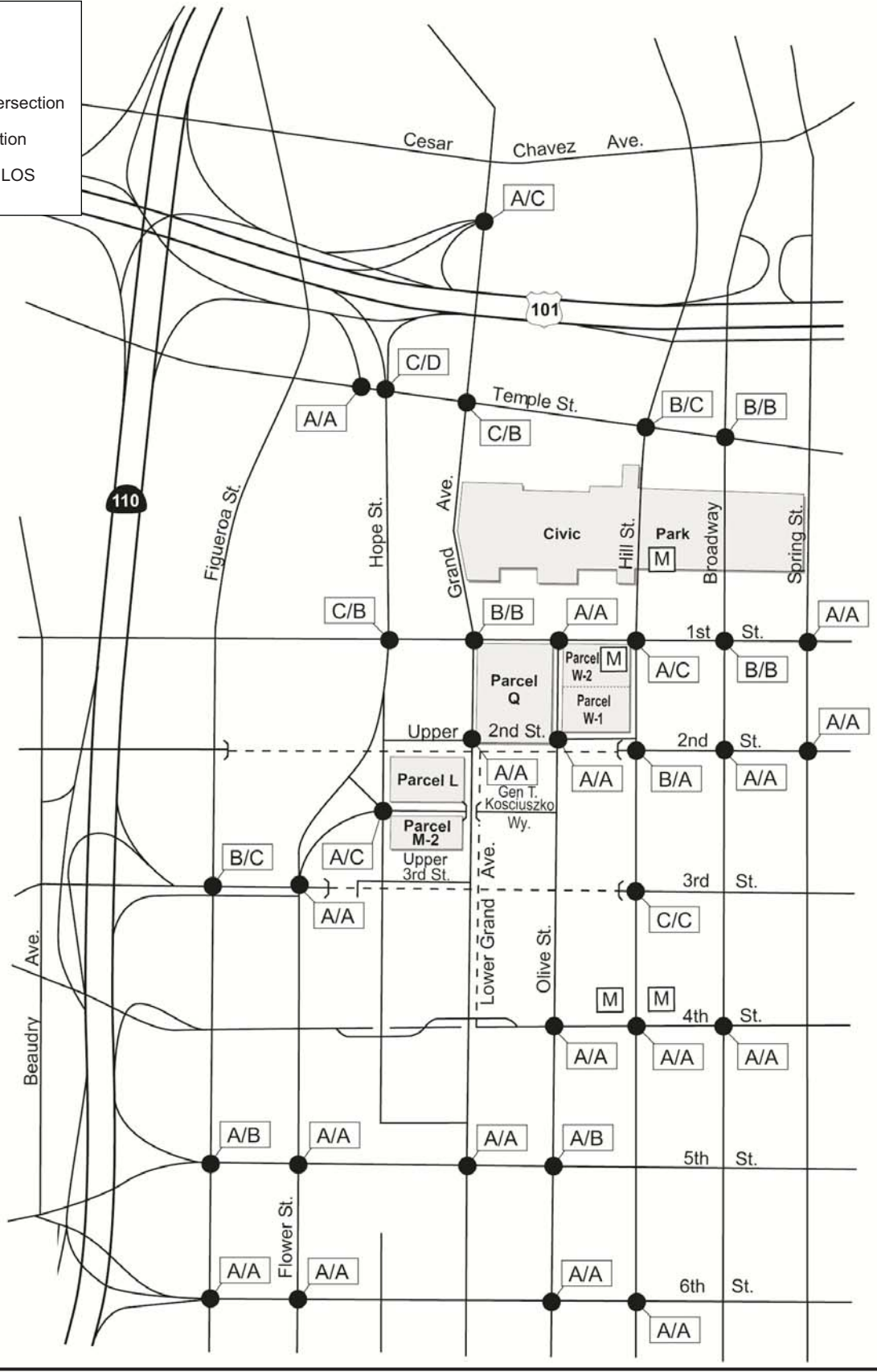


Figure 14  
Intersection Level of Service-  
Existing Conditions

Source: The Mobility Group, 2006

## (2) Bus Service

Downtown Los Angeles is also well served by many local and regional bus routes that focus on downtown and connect to the entire metropolitan area. Bus service in the study area is provided by eight operators, including Metro (Los Angeles County Metropolitan Transit Authority [LACMTA]) local, limited and express service; Foothill Transit; Montebello Bus Lines; Antelope Valley Transit; Torrance Transit; the Santa Monica Big Blue bus line; and LADOT (including the local downtown DASH shuttle routes, and the Commuter Express buses which provide service between downtown Los Angeles and the San Fernando Valley, West Los Angeles, East Los Angeles, and the South Bay area).

Bus routes in the Project area typically run east-west along Temple Street and First Street, and north-south along Hope/Flower Streets, Grand Avenue, Olive Street and Hill Street. Adjacent to the Project area, bus routes also run along Fifth and Sixth Streets, and along Broadway and Spring Streets. Along Grand Avenue, bus operations differ greatly north and south of First Street. Two DASH routes and two LADOT Commuter Express routes are located north of First Street. These include DASH Route B and Route DD (weekends only), and LADOT Commuter Express Routes 409 and 423. Bus stops are located just north of First Street for DASH service. Considerably more bus routes use the section of Grand Avenue south of First Street, which functions as a key southbound entry corridor into downtown for a number of bus routes. These are DASH Routes B and DD; MTA Routes 14/37, 76, 78/79/376/378, 96, 442/444, 446/447, 484, 485, 487/489, 490 and 491; and Foothill Transit Routes 488, 492, and 494. The vast majority of these routes run westbound on First Street and southbound on Grand Avenue.

With the exception of DASH service, there are no northbound bus routes operating on Grand Avenue between Fifth and First Streets (due to the steep grade between Fifth and Fourth Streets). Buses instead use Olive Street and Flower/Hope Streets on the northbound journey to exit downtown. A DASH bus stop is located on northbound and southbound Grand Avenue at Second Street, just north of First Street, and just south of Temple Street. A bus stop for numerous Metro and Foothill Transit Routes is located on southbound Grand Avenue just south of Second Street.

Olive Street functions as a key northbound corridor for a number of bus routes exiting downtown. These are MTA Routes 14, 37, 76, 78, 79, 96, 376, 442, 444, 446, 447, 484, 485, 487, 489, 490 and 491; and Foothill Transit Routes 488, 492 and 494; as well as Torrance Transit Routes T1 and T2; Montebello Transit Route 341, and Antelope Valley Transit Route 785. Two bus stops are located on northbound Olive Street between First and Second Streets.



Along Hope Street, bus operations also differ greatly north and south of First Street. Since bus routes use Flower Street, Hope Street does not have any transit service south of First Street. A number of bus routes operate on Hope Street, north of First Street. The approximately 58 bus routes/lines serving the Project area are shown in Figure 2-6 and summarized in Table 2-3 of Appendix B of the Draft EIR.

### **(3) Existing Transit Service Capacity**

The capacity of the transit system service to the Project area is summarized in Table 13 on page 221, which identifies transit lines, peak period headway, vehicle (bus and train) capacities and overall peak period capacity. These are capacities for one direction of transit service. The capacity of transit service directly serving the site, including the Red Line and bus services, is about 23,140 person trips in each peak hour. This is a conservatively low number as it does not include the Metro Blue and Metro Gold Lines and Metrolink, as passengers on those lines may walk to reach the Project or may transfer to the Red Line or buses (including DASH). When these other rail lines are added in to the calculation, then the transit capacity serving the Project area is 36,000 person trips per peak hour.

#### **e. Existing Pedestrian Facilities**

Sidewalks, which are provided on all streets in the downtown, are the primary existing pedestrian facilities in the Project area. Pedestrian crosswalk signals are provided at all signalized intersections in the study area. Off-street (mid-block) pedestrian connections exist through the Civic Mall between Grand Avenue and Spring Street, with mid-block signalized pedestrian crossings currently provided on Grand Avenue, Hill Street, Broadway and Spring Street between First Street and Temple Street.

Off-street (mid-block) pedestrian connections are also provided to the south of the Project site, between Third and Fourth Streets and Grand Avenue and Olive Street, by pedestrian paths through the California Plaza development and along side the Omni Hotel and the Museum of Contemporary Art (MOCA).

Pedestrian connections from the Metro Red Line Civic Center Station focus on the Civic Mall (from the mid-block portal on Hill Street between First and Temple), and on sidewalks from the portal at the southwest corner of First Street and Hill Street (northeast corner of Parcel W-1/W-2 on the Project site). Sidewalks provide connections throughout the Bunker Hill area to various destinations, including the Walt Disney Concert Hall, the Los Angeles Music Center, the County Civic Center buildings, the Cathedral of Our Lady of the Angels, the City Civic Center to the east, office towers and residential towers on Bunker Hill, and the office towers of downtown to the south.

**Table 13**  
**Existing Public Transit Service Capacity**

<b>Route</b>	<b>Description</b>	<b>Approximate Peak Period Headway (minutes)</b>	<b>Vehicle / Train Capacity (Including Standees)</b>	<b>Hourly Capacity</b>
<b>Metro Bus Lines</b>				
2	Sunset Bl.	5	55	660
4	Santa Monica Bl.	8	55	413
10	Melrose Ave. - Virgil Ave. - Temple St.	7	55	471
11	Melrose Ave. - Beverly Bl. - Temple St.	7	55	471
14	Beverly Hills - Beverly Bl.	12	55	275
30	W. Pico Bl. - East First St. - Floral Dr.	4	55	825
31	W. Pico Bl. - East First St.	4	55	825
33	Venice Bl.	10	55	330
37	Adams Bl.	12	55	275
40	Hawthorne Bl. - Crenshaw Bl. - M.L. King Jr. Bl.	10	55	330
42	La Tijera Bl. - LAX City Bus Center	13	55	254
45	Broadway - Mercury Ave.	6	55	550
46	Broadway - Griffin Ave.	6	55	550
48	Maple Ave. - S. San Pedro St.	7	55	471
60	Long Beach Bl. - Santa Fe. Ave.	6	55	550
68	W. Washington Bl. - Cesar E. Chavez Ave.	7	55	471
70	Garvey Ave. (LA / El Monte)	7	55	471
76	Valley Bl. - Main St. (El Monte Bus Station)	9	55	367
78	Huntington Dr. - Main St. - Las Tunas Dr. (LA / S. Arcadia)	20	55	165
79	Huntington Dr. (LA / Arcadia)	20	55	165
81	Figueroa St.	10	55	330
96	Riverside - LA Zoo	20	55	165
302	Sunset Bl. Limited	10	55	330
360	Long Beach Bl. Limited	10	55	330
381	Figueroa St. Limited	10	55	330
439	Redondo Beach - LAX City Bus Center - Patsaouras Transit Plaza/Union Station Express	45	55	73

**Table 13 (Continued)**  
**Existing Public Transit Service Capacity**

<b>Route</b>	<b>Description</b>	<b>Approximate Peak Period Headway (minutes)</b>	<b>Vehicle / Train Capacity (Including Standees)</b>	<b>Hourly Capacity</b>
442	South Bay Galleria Transit Center - Hawthorne - Manchester - Patsaouras Transit Plaza/Union Station	25	55	132
444	Rancho Palos Verdes - Rolling Hills Estates - Torrance - Patsaouras Transit Plaza/Union Station Express	30	55	110
445	San Pedro - Artesia Transit Center - Patsaouras Transit Plaza/Union Station Express	35	55	94
446	San Pedro - Pacific Ave. - Wilmington - Carson - Patsaouras Transit Plaza/Union Station Express	60	55	55
447	San Pedro - Seventh St. - Wilmington - Carson - Patsaouras Transit Plaza/Union Station Express	60	55	55
484	Cal Poly Pomona - La Puente - Valley Bl. - LA Express	13	55	254
485	Lake Ave. - Oak Knoll - Fremont - LA Express	15	55	220
487	El Monte - Santa Anita Ave. - Sierra Madre - San Gabriel Ave. - LA Express	18	55	183
489	Temple City - Rosemead Bl. - LA Express	18	55	183
490	Cal Poly Pomona - Walnut - Covina - Baldwin Park - Ramona Bl. - LA Express	20	55	165
720	Wilshire - Whittier Bl.	5	55	660
745	South Broadway	4	55	825
			<b>Subtotal</b>	<b>13,385</b>
<b>Antelope Valley Transit</b>				
AV 785	Antelope Valley - Downtown Los Angeles - Union Station	25	55	132
<b>Foothill Transit</b>				
FT 488	Glendora - West Covina - Downtown Los Angeles Express	30	55	110
FT 492	Montclair - Arcadia - Los Angeles Expressway by way of Arrow Highway	30	55	110
FT 494	San Dimas - Glendora - Downtown Los Angeles Express	30	55	110
<b>LADOT Commuter Express</b>				
CE	Sylmar - Sunland - Tujunga - Glendale	15	55	220

**Table 13 (Continued)**  
**Existing Public Transit Service Capacity**

<b>Route</b>	<b>Description</b>	<b>Approximate Peak Period Headway (minutes)</b>	<b>Vehicle / Train Capacity (Including Standees)</b>	<b>Hourly Capacity</b>
409				
CE	Chatsworth - Northridge - Granada Hills - Mission Hills	15	55	220
419				
CE	Newbury Park - Thousand Oaks - Woodland Hills - Calabasas - Encino	15	55	220
423				
CE	Pacific Palisades - Brentwood - VA Medical Ctr.	30	55	110
430				
CE	Westwood - Palms	30	55	110
431				
CE	Venice - Marina Del Ray - Culver City	22	55	150
437				
CE	Redondo Beach - Hermosa Beach - Manhattan Beach - El Segundo	15	55	220
438				
CE	Rancho Palos Verdes - Lomita - Wilmington - Harbor City	25	55	132
448				
	<b>Montebello Municipal Bus Lines</b>			
M 341	Montebello to Downtown Los Angeles from Taylor Ranch Express	30	55	110
	<b>Santa Monica Municipal Bus Lines</b>			
SM 10	Santa Monica - Los Angeles Freeway Express	15	55	220
	<b>Torrance Transit</b>			
T 1	Torrance - Los Angeles by way of Gardena	30	55	110
T 2	Torrance - Los Angeles by way of South Bay Galleria Transit Center	60	55	55
	<b>LADOT - DASH</b>			
LDB	Route B: Chinatown - Financial District	8	35	263

**Table 13 (Continued)**  
**Existing Public Transit Service Capacity**

<b>Route</b>	<b>Description</b>	<b>Approximate Peak Period Headway (minutes)</b>	<b>Vehicle / Train Capacity (Including Standees)</b>	<b>Hourly Capacity</b>
LDD	Route D: Union Station / South Park	5	35	420
LDCH				
S	City Hall Shuttle	6	35	350
LDMS				
B	Metrolink Shuttle Bunker Hill	7	35	300
<b>Metro Rail Lines</b>				
Blue	Seventh / Metro Center and Long Beach	5	288	3,456
Red	Union Station and North Hollywood - Union Station and Wilshire / Western	10	1,014	6,084
Gold	Union Station and Sierra Madre Villa	10	352	2,112
			<b>Subtotal</b>	<b>11,652</b>
<b>Metrolink Commuter Rail Lines</b>				
Ventura County Line	Montalvo - LA Union Station	38	576	909
Antelope Valley Line	Lancaster - LA Union Station	31	576	1,115
San Bernardino Line	San Bernardino - Pomona - LA Union Station	20	576	1,728
Riverside Line	Downtown Riverside - LA Union Station	33	576	1,047
Orange County Line	Oceanside - Irvine - Anaheim - LA Union Station	20	576	1,728
91 Line	San Bernardino - Anaheim - Commerce - LA Union Station	45	576	768
			<b>Subtotal</b>	<b>7,296</b>
			<b>Total</b>	<b>36,004</b>

Source: *the Mobility Group, 2006*

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## **f. Existing Parking Conditions**

### **(1) Off-Street Parking**

A considerable amount of existing off-street parking exists in the vicinity of the Project, with twenty-one off-site parking facilities in the area bounded by Hope Street and Flower Street on the west, Temple Street on the north, Spring Street on the east, and Fourth Street on the south. Although the majority of these facilities are parking structures, some consist of surface parking lots. The twenty-one off-street parking facilities contain approximately 15,950 parking spaces. Of these, approximately 1,100 are in surface lots and the remaining 14,850 spaces are in garages. Approximately 7,000 of the total 15,950 spaces are owned and/or operated by the County of Los Angeles. Of these 7,000 spaces owned by the County, approximately 2,900 are reserved for County official business and employees and are not available to the general public. Approximately 6,900 of the total 15,950 parking spaces are located in major high-rise office towers on Bunker Hill. The vast majority of these parking spaces are generally occupied during the daytime business hours, although the Walt Disney Concert Hall garage typically contains unutilized spaces as does, to a lesser extent, the Music Center garage. During the evenings and weekends the reverse is true, when demand on the Music Center and the Walt Disney Concert Hall garages is high, the vast majority of remaining parking in the high-rise tower garages is largely underutilized. Existing principal off-street parking facilities are shown in Figure 2-7 and are listed in Table 2-4 of Appendix B of this Draft EIR.

#### **(a) Parking in Civic Mall**

The County of Los Angeles currently owns and operates 1,958 parking spaces in the Civic Mall, of which 1,609 are in subterranean garages and 349 are in surface parking lots. The westernmost garage (County Lot 18), between Grand Avenue and Hill Street provides 1,274 parking spaces, with large helical parking entrance/exit ramps on both Grand Avenue and Hill Street. The middle section of the Civic Mall between Hill Street and Broadway includes a subterranean garage (County Lot 10) under the Court of Flags with 646 parking spaces. However, since the Northridge earthquake, the lower two levels of this garage have not been used so the parking capacity is currently limited to 321 spaces. The surface parking lot at the easternmost end of the Civic Mall (County Lot 11) provides 349 parking spaces for the Los Angeles County Criminal Courts building.

#### **(b) Parking in Parcels L, W-1/W-2, and L and M-2**

Parcels L, W-1/W-2, and L and M-2 contain a total of 1,807 existing parking spaces (only 1,594 usable). Existing parking facilities include: (1) a total of 913 juror parking spaces and 149 County Courthouse visitor parking spaces currently provided by the County in the temporary

parking structure in County Lot 17 on Parcel Q; (2) a total of 225 surface parking spaces open to the general public currently provided by the County in County Lot 26 on Parcel W-2; (3) a total of 145 parking spaces in two privately operated surface parking lots on Parcel W-1 that are open to the general public; and (4) a total of 375 parking spaces in two privately operated surface public parking lots on Parcels L and M-2 that are open to the general public.

## **(2) On-Street Parking**

On-street parking supply in the Project area is limited. Streets immediately adjacent to the Parcels Q, W-1/W-2, and L and M-2 contain a total of only 33 on-street parking spaces. Existing on-street parking spaces are generally metered, with a two-hour time restriction between 8:00 A.M. and 6:00 P.M., except for First Street in when the time limits occur from 9:00 A.M. to 4:00 P.M. Based on field observations, these spaces are typically well-used during the daytime. To the north of the Project site, there is similarly very little on-street parking in the Civic Center area. There is generally more on-street parking to the south of the Project area along Hope Street, Grand Avenue and Olive Street, south of Second Street. On-street parking in this area is metered and all of the spaces are typically well-used.

## **3. PROJECT IMPACTS**

### **a. Methodology**

#### **(1) Construction Traffic**

Construction traffic (e.g., worker travel, hauling activities, and the delivery of construction materials), could affect existing traffic and emergency access in the Project vicinity. Construction impacts are based on the length of time and frequency of any street closures, the classification of the impacted street, use of the street by emergency vehicles, temporary loss of pedestrian and vehicle access to any adjacent parcels, temporary loss of access to transit stops, and the availability of alternative or relocated transit stops within one-quarter mile of the Project site.

#### **(2) Intersection Capacity Analysis**

The Project's traffic study has been prepared under the direction of the LADOT in accordance with LADOT guidelines. In order to evaluate the potential traffic impacts of the proposed Project, it is necessary to first estimate and analyze future traffic conditions without the Project. The year selected for analysis is 2015, the Project's expected year of completion. The methodology for evaluating future street capacity involves several steps, including the

identification of existing base year (2005) traffic conditions, the calculation of ambient growth and traffic attributable to the identified related projects (outlined in Section III.B of this Draft EIR) to determine future cumulative baseline conditions (without the Project's traffic). This analysis is based both on the quantity of traffic generated and the distribution of traffic to the various streets and freeways that serve the Project site. The following is a summary of the methodology used to assess the Project's potential traffic impacts.

#### **(a) Level of Service Methodology**

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of volume/capacity (V/C) ratios. LOS D is typically recognized as the satisfactory service level in general urban areas, and LOS E is often recognized as the standard in downtown areas. As required by LADOT, intersection analysis is conducted according to the Critical Movement Analysis (Planning Method) as described in *Transportation Research Circular 212*, Transportation Research Board, Washington D.C. 1980, to obtain volume/capacity (V/C) ratios for each study intersection.

#### **(b) Future Base Conditions Without the Project**

##### **(i) Ambient Traffic Growth**

Future traffic forecasts are estimated by predicting two separate components of traffic growth in the study area. The first component represents the ambient growth, or general growth in traffic volumes due to minor new developments in the Project area, and regional growth and development outside the study area. Regional growth forecasts from both Southern California Association of Governments<sup>45</sup> (SCAG) and the Los Angeles County Metropolitan Transportation Authority<sup>46</sup> (LACTMA), have shown that the projected total growth in traffic on roadways in the Central City area of Los Angeles would average approximately one percent a year or less over the next twenty years. Based on these forecasts, as well as LADOT experience<sup>47</sup>, an ambient traffic growth rate of 1 per cent per year is assumed to represent general growth in traffic volumes due to minor new developments in the Project area, regional growth, and development outside the study area. The existing traffic counts are, therefore, adjusted upward by a total of 10 percent to represent the ambient growth to the Project completion year. Although the 1 percent per year ambient traffic growth factor is applied in order to obtain a conservative traffic

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<sup>45</sup> SCAG, *2003 Regional Socio-Economic and Travel Demands Forecasts*.

<sup>46</sup> LACTMA, *2004 Congestion Management Program for Los Angeles County, 2004*.

<sup>47</sup> LADOT *Traffic Study Methodology Memorandum of Understanding, Mobility Group Traffic Study Appendix D, contained in Appendix B of this Draft EIR*.



projection, note that since the analysis also takes into account traffic growth from related development projects within downtown, the possibility exists that the traffic growth from related projects is also included in the ambient growth projections.

### **(ii) Related Projects**

The second component of future growth in traffic volumes relates to specific development Projects in the study area that are reasonably probable - defined as in construction, approved, or under consideration, through the formal planning process at a public agency - and that potentially could be in place by the year 2015 when the proposed Project would be completed. The traffic impact analysis is also based both on the quantity of traffic generated and the distribution of traffic to the various streets and freeways that serve the Project area. The following is a summary of the methodology used to assess the Project's potential traffic impacts.

A list of related projects in the area of the proposed Project that could affect traffic conditions in the Project area was prepared based on information obtained from a variety of sources including the City of Los Angeles Department of Transportation (LADOT), the City of Los Angeles Planning Department, the Community Redevelopment Agency (CRA/LA), other studies and reports, and field verification and site observations. A total of 93 potential related projects are identified for inclusion in the traffic analysis. These related projects, listed in Section III.B of this Draft EIR, are in some stage of the approval/entitlement process. Related projects include the following: (1) projects that are currently under construction, (2) projects that have been approved but not constructed, and (3) projects that are currently proceeding through the planning process. Small projects that generated fewer than 43 P.M. peak hour trips (the LADOT threshold for preparing a traffic study), for example the expansion of the Colburn School of Music, were excluded from this list, as they are considered as accounted for in the 10 percent ambient traffic growth factor previously discussed. Note that some of the related projects may, in fact, not be built by the time horizon of the Project and, as such, the future baseline forecast is a conservative forecast. Forecast traffic from related projects is added to the street network in the Project study area to obtain estimated 2015 traffic baseline conditions (without the Project). For the purpose of preparing a conservative worst case analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the cumulative projects were included in the analysis of Project impacts. Figure 11 in Section III.B, of the Draft EIR illustrates the locations of the related projects, which are listed in Table 1, in the same EIR section.

### **(iii) Related Projects Trip Generation and Distribution**

Trip generation estimates for the related projects are based on the environmental and/or traffic studies prepared for the individual related projects. Where the information was not available from previous reports, the trip generation was estimated using trip rates in *Trip*

*Generation, Seventh Edition* (Institute of Transportation Engineers [ITE], 2003). Similarly, trip distribution assumptions for related projects are also based on previous studies where available or, if not available, are estimated according to trip distribution estimates for similar and comparable projects/studies. Distribution of related projects, with respect to trip origins and destinations, is also based on an understanding of the project type and the relationship of the related project to regional population and employment and the location of the related project with respect to the downtown roadway and circulation system. Estimated trip generation rates and volumes for the related projects are shown in Table 3-1 of the Traffic Study in Appendix B of this Draft EIR.

### **(c) Project Trip Generation**

The number of vehicle trips expected to be generated by the Project is estimated according to each of the Project's land uses for the A.M. peak hour and P.M. peak hour time periods. The Project's trip generation is based on Institute of Transportation Engineers (ITE) *Trip Generation – Seventh Edition, 2003*, a standard source of trip rate information. Adjustments are made to account for the factors that reflect the specific conditions of the Project site in downtown Los Angeles. The typical ITE methodology of estimating trip generation using trip rates from data does not adequately reflect the characteristics of the proposed Project and the downtown environment in which it is located, since ITE rates are derived from data typically collected from stand-alone (single use) suburban sites. Adjustment factors that reflect the Project's characteristics are developed in conjunction with LADOT and are based on a variety of sources including the *Downtown Los Angeles Cordon Count* (2002), consideration of the Project components, consideration of the various other land uses nearby, and previous studies of major developments in downtown (such as the Alameda District Specific Plan<sup>48</sup> and the Los Angeles Sports and Entertainment District Specific Plan<sup>49</sup>). The sum of the trip adjustments, discussed below, would reduce residential trips (average) by approximately 29 percent, hotel trips by 34 percent, office trips by 45 percent, retail trips by 55 percent, restaurant trips by 50 percent, event facility trips by 23 percent, and health club trips by 62 percent.

### **(i) Adjustments to Estimated Trips**

#### **Trips Internal to the Project**

With a project as large as the proposed Project, some trips would both start and end within the Project itself and, thus would be walking trips not requiring the use of a car. These would include people who live in the Project making a trip to the retail, restaurant, and/or other

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<sup>48</sup> *City of Los Angeles Ordinance No. 171139 – Alameda District Specific Plan, June 1996.*

<sup>49</sup> *City of Los Angeles Sports & Entertainment District FEIR, April 2001.*

commercial uses and the health club, or even to the proposed office building if they both live and work within the Project. Internal trips would include office workers who visit the commercial uses in the Project. Internal trips would also include people who drive to the Project, but visit multiple destinations within the Project (for example retail and restaurant, or restaurant and health club). It is estimated that the people who walk between those multiple destinations would make only one vehicle trip rather than driving to each destination.<sup>50</sup>

### **Trip Interaction with Adjacent Uses in the Downtown Internal to the Project**

The Project site is located in the heart of downtown, adjacent to, or near, many other uses including office buildings, entertainment uses, and residential towers. Some of the visitors to the Project's commercial uses would come from these uses and, thus, would walk to the Project rather than drive. For example, office workers or nearby downtown residents visiting the retail or restaurant uses and the health club would walk to the Project rather than drive. Similarly, some visitors would be already visiting the Walt Disney Concert Hall and/or the Music Center, and would park in the parking facilities associated with these venues, and walk across to the Project to eat at a restaurant or to shop before a show. In addition, some people who live in the Project, would make trips to other adjacent or nearby downtown uses (such as to work in office buildings or to restaurants), and would walk rather than drive a car. The ability to make trips to other local destinations in the downtown area without driving a car would be a major appeal to those choosing to live in the Project and to have an urban downtown lifestyle.<sup>51</sup>

### **Trips Using Transit**

As previously discussed, the Project site is served by very high levels of transit, including both rail and bus transit. The Metro Red Line station with two portals on the Project site (on Parcel W-2 at Hill and First Streets, and at the Court of Flags on the existing Civic Center Mall) provides direct access to the entire rail system in the metropolitan Los Angeles area, and 58 bus lines provided by eight transit operators serve the area of the Project site. In addition the LADOT DASH service provides shuttle bus service around downtown. The *Downtown Los*

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<sup>50</sup> *Experience and research shows that dense concentrations of land use mixes results in substantial interaction between uses. For example, a study of major suburban activity centers (NCHRP Report 323, Travel Characteristics at Large-Scale Suburban Activity Centers, Washington D.C., 1989) indicates various such trip-making characteristics, including: that 30% of residents in major activity centers also work there; that 10% to 15% of office trips make at least one stop on the way to/from work; that 15% to 30% of retail trips are internal to the activity center; and that 19% to 27% of hotel trips remain internal to the center. As these data are for suburban centers, the numbers would be expected to be higher in the more dense and transit rich environments of downtowns. See also footnote No. 51.*

<sup>51</sup> *See prior footnote.*

*Angeles Cordon Count*,<sup>52</sup> conducted by LADOT in 2002, shows that transit use into and out of the downtown core including the Bunker Hill area is very high with about 41 percent of all peak period trips into/out of the entire downtown area occurring on transit and as rideshare passengers (32 percent on transit and 9 percent as rideshare). This data relates to all uses in the downtown but is heavily oriented to work-related trips because of the large number of jobs downtown<sup>53</sup>. Downtown Los Angeles Cordon Count data show an increase in transit use between 1990 and 2002, due largely to the addition of rail transit to downtown Los Angeles (25 percent of all transit trips are by rail). Trip reductions attributable to transit, shuttle bus and rideshare range from 5 percent for most uses to 20 percent for the hotel, 25 percent for the apartments, and 40 percent for the County office building.

### **Pass-By Trips**

The majority of trips to and from the Project would continue to be made by automobile, even accounting for the types of adjustments defined above, and significant levels of transit and walk trips. However, pass-by trips also account for an adjustment of total trips, since some of the Project's vehicle trips may already be passing by the site as existing trips on adjacent roadways. Although pass-by trips would add trips to the Project driveways, by stopping at the Project site they would not add additional traffic to the street system. Pass-by trips reductions are based on standard LADOT adjustment factors by type of use.

#### **(ii) Project's Estimated Trip Generation**

The number of vehicle trips expected to be generated by the Project was estimated for each of the Project land uses for the A.M. peak hour and P.M. peak hour time periods, for both the Project with County Office Building Option and the Additional Residential Development Option. This analysis started with the trip generation rates from the Institute of Transportation Engineers, *Trip Generation – Seventh Edition*, 2003, a standard source of trip rate information, but utilized adjustments to account for the factors discussed above in the preceding paragraphs to reflect the specific mix of uses in the Project and its location in downtown Los Angeles.

The adjustment factors to account for trips remaining internal to the large mixed use project, and transit and walk trips in a dense downtown environment, were developed in conjunction with LADOT, and were based on a variety of sources including: those discussed

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<sup>52</sup> *City of Los Angeles*, Downtown Cordon Count, May 2002

<sup>53</sup> *A recent survey of residents in Downtown Los Angeles (The Los Angeles Downtown Center Business Improvement District, Live, Work & Play Downtown L.A., 2005) identified that about 17% of downtown residents walk or bike to work and school; that about 9% take transit to work and school; and that 46% of residents also work at downtown locations.*

above; the travel characteristics data in the Downtown Los Angeles Cordon Count (2002); consideration of the individual Project land use components and the likelihood of transit and walk trips and trips remaining internal to the Project; consideration of the various other land uses nearby and the likelihood of trip interaction with the Proposed Project; and previously studied and approved/entitled major development projects in downtown (such as the Alameda District Specific Plan and the Los Angeles Sports and Entertainment District Specific Plan). The adjustment factors from the LADOT Methodology Memorandum of Understanding are shown in Appendix B of the Mobility Group Traffic Study (Appendix B of this Draft EIR), and in the detailed trip generation calculations in Appendix A of the Mobility Group Traffic Study (Appendix B of this Draft EIR).

Based on all of the considerations discussed above, and the characteristics of the Project, the reductions that were used for trips remaining internal to the Project were 5 percent for residential and hotel uses, 15 percent for retail and restaurant uses, and 20 percent for the health club. Reductions for walk trips thru interaction with other downtown buildings were 10 percent for the hotel and market, 15 percent for the condominiums, 20 percent for the apartments and retail, 30 percent for the restaurants, and 35 percent for the health club. The reductions used for transit, shuttle bus and rideshare were 5 percent for most uses, except 20 percent for the hotel, 25 percent for the apartments, and 40 percent for the office building. Pass-by trips were estimated using standard LADOT adjustment factors by type of use, and were 10 percent for restaurant and the event facility uses, 30 percent to 40 percent for retail uses (depending on the size of retail square footage in each block) and 40 percent for the market.

The adjusted trip generation rates used in the study are shown in Table 4-3 for each land use and for the A.M. peak and P.M. peak hours. Also shown is the combined trip discount factor for each land use representing the sum of the adjustments discussed above. As shown in Table 4-2, the overall reductions were approximately 29 percent for residential trips (average), 34 percent for the hotel trips, 43 percent for the office trips, 55 percent for the retail components of the Project, 50 percent for the restaurants, 23 percent for the event facility, and 62 percent for the health club. Trip rates were applied to the land use quantities for each parcel of the Project.

#### **(d) Project Trip Distribution**

The geographic distribution of Project trips, developed in conjunction with LADOT,<sup>54</sup> is based on a number of factors, including the Project's land use types, the geographic location and distribution of the population from which trips by visitors and employees of the commercial uses would originate, and the geographic location and distribution of employment and commercial

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<sup>54</sup> See Appendix D (LADOT Traffic Study Methodology Memorandum of Understanding) in the Mobility Group Traffic Study, Appendix B of this Draft EIR.

centers to which residents of the Project would make trips. Trip distribution is also based on the configuration and operating characteristics of the street system serving the Project and on the consideration of regional trip distribution information available in the Los Angeles County Congestion Management Program, on the market areas for the specific Project land uses, and on previous studies of large scale developments in the downtown area.

The estimated distribution of the Project's inbound and outbound trips is shown in Figure 15 on page 234 and in Figure 16 on page 235, respectively. The distributions are different due to the locations of freeway ramps, the layout of one-way streets, and the location of Project driveways. Trip distribution patterns would be the same under both the Project with County Office Building Option and Project with Additional Residential Development Option. All trips generated by a Project parcel are assigned as originating or being destined to that parcel. Because the Project covers four blocks, and because different Project driveways access different streets, the distribution for each parcel differs slightly in some respects from the overall Project distribution shown in Figures 15 and 16, to reflect specific routings between driveways and freeway ramps or major arterials exiting the study area, and the operating characteristics of the street system (such as one-way streets). The traffic analysis takes into account the reconfiguration of the Civic Park garage ramps on Grand Avenue through the re-assignment of A.M. and P.M. peak hour left-turning traffic from the Grand Avenue driveways to the Hill Street driveways of the garage.

#### **(e) Future with Project Traffic Projections**

Traffic impacts are based on the combined Project with County Office Building Option traffic, related projects' traffic, and ambient growth traffic. To determine the Project's potential traffic impacts, the Project with County Office Building Option's future estimated total traffic volumes are added to the future A.M. and P.M. peak hour baseline conditions without the Project. The traffic analysis takes into account the development of Parcels Q, W-1/W-2, and L and M-2 and reconfiguration of the Civic Park garage ramps on Grand Avenue through the re-assignment of A.M. and P.M. peak hour left-turning traffic from the Grand Avenue driveways to the Hill Street driveways of the garage. The traffic analysis also takes into account the additional traffic that would be generated from the new restaurant space in the Civic Mall Park.

The same methodology was used to forecast traffic volumes for the Project with Additional Residential Development Option. Figures 4-13 thru 4-16 show the corresponding trip volume data for the Project with Additional Residential Development Option.

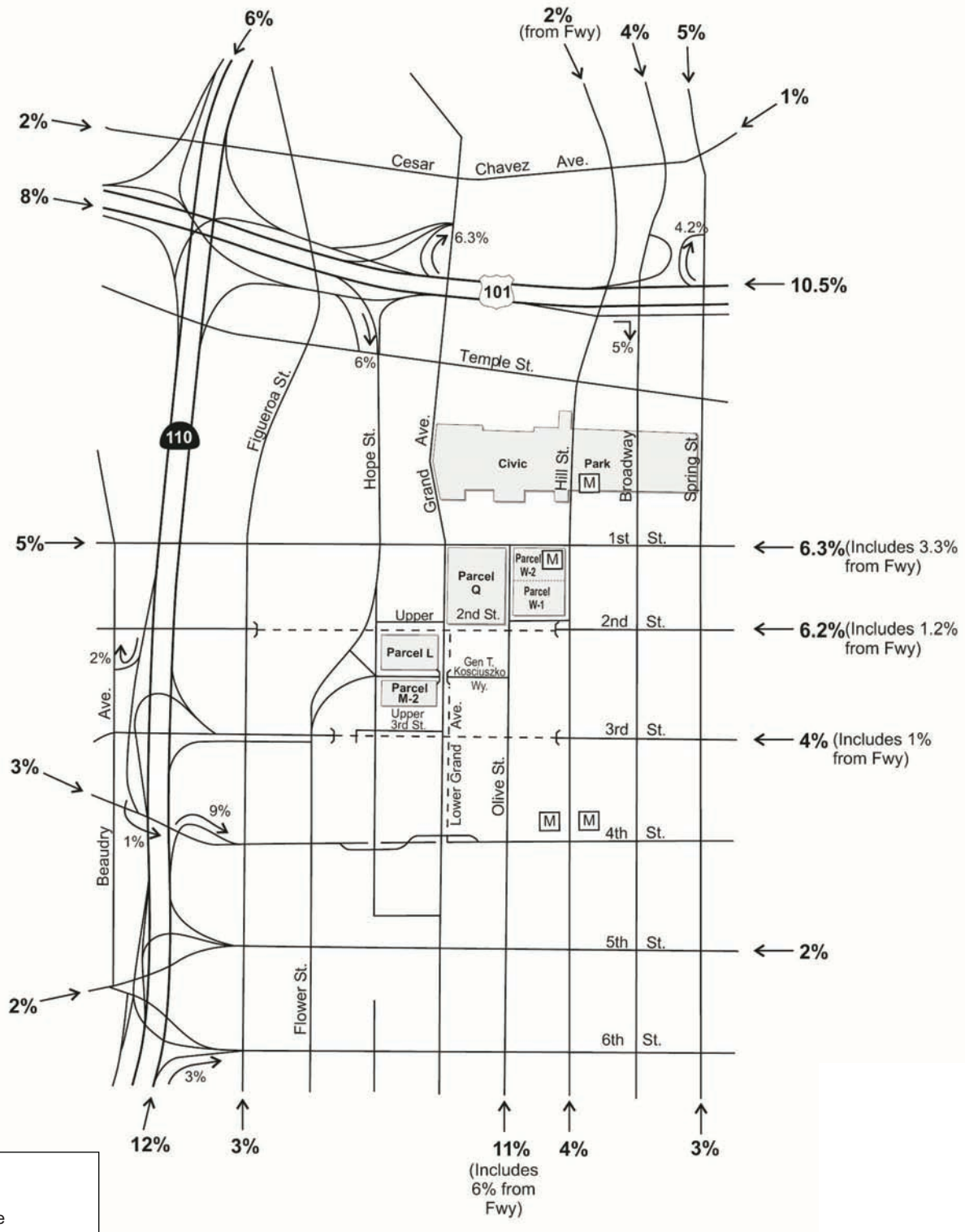


Figure 15  
Project Trip Distribution - Inbound

Source: The Mobility Group, 2006

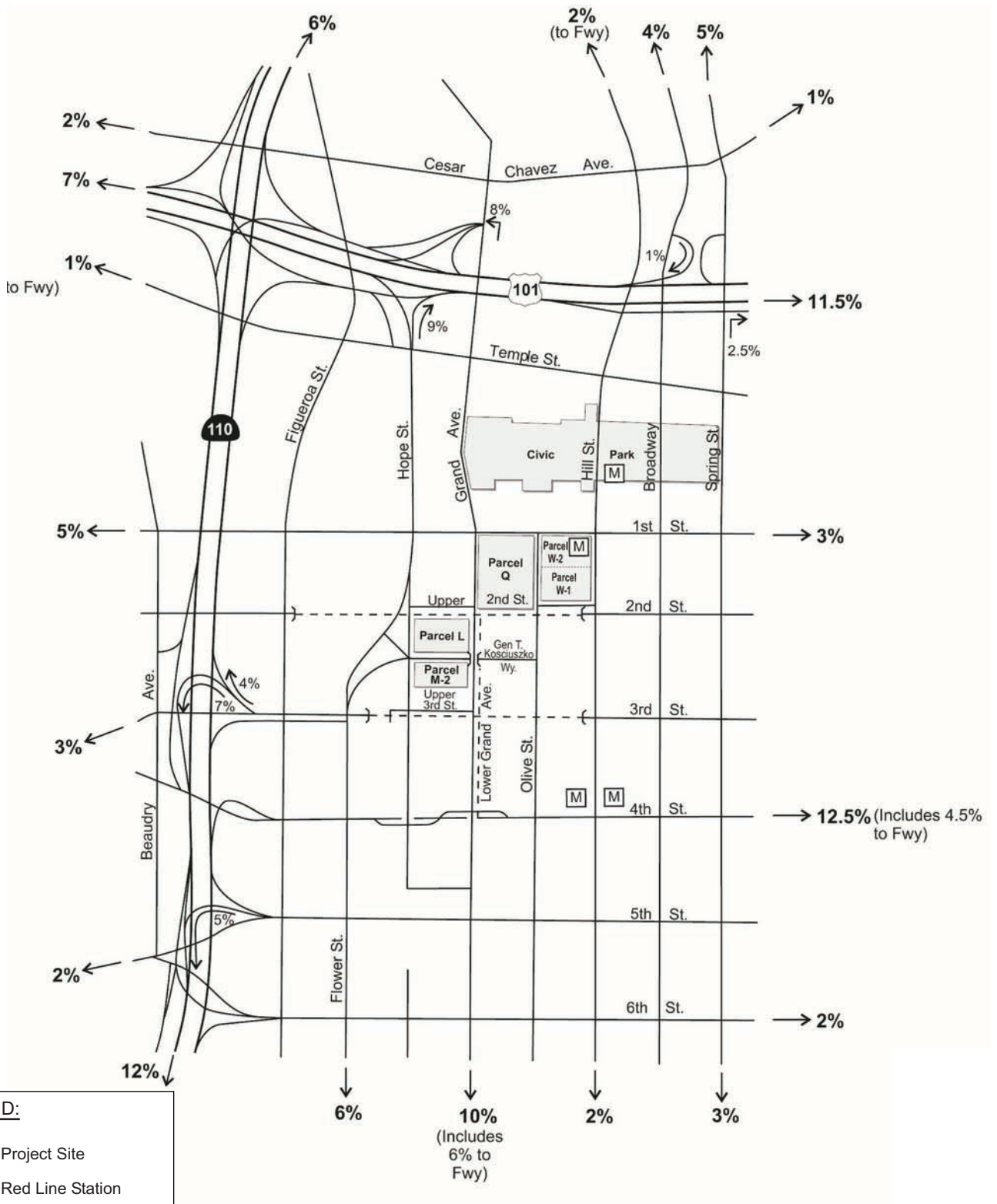


Figure 16  
Project Trip Distribution - Outbound

Source: The Mobility Group, 2006



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### **(f) Land Use Equivalency Program**

As discussed earlier, the Project includes an Equivalency Program that would allow the composition of on-site development to be modified to respond to future needs in a manner that does not increase the Project's impacts on the environment.

Within this framework, land uses can be exchanged for certain other permitted land uses so long as the limitations of the Equivalency Program are satisfied and no additional environmental impacts occur. All permitted land use increases can be exchanged for corresponding decreases of other land uses under the proposed Equivalency Program.

In the context of traffic circulation and impacts, this relates to the overall number of trips generated by the Project, and allows land use exchanges as long as the total number of peak hour trips generated does not exceed the totals identified in this study. Table 4-6 of the Mobility Group Traffic Study (Appendix B of this Draft EIR) shows the land use conversion factors for the trip equivalencies developed for the Project.

### **(3) Project Driveway Analysis**

The Project traffic forecasts are utilized to estimate traffic turning volumes at Project driveways in the A.M. and P.M. peak hours. The analysis of traffic operations at driveway intersections, which would be unsignalized, are based on the methodology for unsignalized intersections in the *Highway Capacity Manual*, Transportation Research Board (Washington, D.C., 2000).

### **(4) Regional Transportation System Impact Analysis**

The evaluation of the impact of a project on the regional transportation system is guided by procedures outlined in The Los Angeles County *2004 Congestion Management Program* (CMP) (Los Angeles County Metropolitan Transportation Authority). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses must be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.

The CMP guidelines require the identification of CMP arterial monitoring intersections and CMP mainline freeway monitoring locations within a geographic area in which any CMP arterial monitoring station would receive 50 or more project trips during either the A.M. or P.M. weekday peak hours; or as any CMP mainline freeway monitoring station which would receive 150 or more project trips, in either direction, during either the A.M. or P.M. weekday peak hours.

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The analysis provided below evaluates the number of additional trips that would be generated by the Project and compares these trips with the threshold criteria.

**(a) CMP Arterial Monitoring Locations**

A review of the 2004 CMP indicated the following arterial monitoring stations that are closest to the Project site:

- Sunset Boulevard and Alvarado Street;
- Wilshire Boulevard and Alvarado Street; and
- Alameda Street and Washington Boulevard.

Although these intersections are located at a considerable distance from the Project, the number of Project vehicle trips expected to pass through these intersections is estimated based on the Project trip distribution (see Figure 14 and Figure 15 on pages 218 and 234, respectively), and the Project's estimated trip generation.

**(b) CMP Freeway Monitoring Locations**

A review of the 2004 CMP identified the following freeway monitoring locations that are closest to the Project site:

- Hollywood Freeway (US-101) south of Santa Monica Boulevard;
- Hollywood Freeway north of Vignes Street;
- Pasadena Freeway (SR-110) at Alpine Street;
- Harbor Freeway south of the Hollywood Freeway;
- Harbor Freeway at Slauson Street;
- Santa Monica Freeway (I-10) west of Vermont Avenue;
- Santa Monica Freeway at the City's eastern boundary (near Indiana Street);
- Pomona Freeway (SR-60) east of Indiana Street; and

- Golden State Freeway (I-5) north of Stadium Way.

The estimated number of the Project's vehicle trips expected to pass through the freeway monitoring locations closest to the Project is based on trip distribution (as shown in Figure 14 and Figure 15), and on Project trip generation.

### **(c) Additional Regional Highway Analysis**

#### **Additional Freeway Analysis Locations**

In order to more fully investigate the potential impact of the Project on the freeway system, some additional analysis locations were selected including a number of key locations on the mainline freeways nearest the Project site and surrounding the downtown area where Project traffic would be most highly concentrated and most likely to cause potential traffic impacts. These additional analysis locations are as follows:

- I-10 east of Los Angeles Street
- US-101 between Alvarado Street and Glendale Boulevard
- US-101 between Grand Avenue and Hill Street
- SR-110 between Solano Avenue and Hill Street/Stadium Way
- SR-110 between Olympic Blvd and Pico Boulevard

Existing traffic volumes on these freeway segments in the A.M. and P.M. peak hours are obtained either from the 2004 Congestion Management Program (CMP) for Los Angeles County (LACMTA), or the California Department of Transportation (Caltrans) 2004 Traffic Volumes on California State Highways. These data are from either 2003 or 2004 and are, thus, adjusted to represent 2005 conditions by applying a growth factor of 1 percent per year. Freeway levels of service are determined by calculating demand/capacity ratios per the definitions shown in Table 14 on page 239. Levels of service under existing conditions are calculated for each freeway segment using a capacity of 2,000 vehicles per hour per freeway mainline lane, per the 2004 CMP.

Trips from the proposed Project are assigned to the freeway system using the trip distribution parameters previously discussed. Project trips are added to the future without Project base volumes to obtain future with Project total volumes on the freeway segments.

**Table 14****Level of Service Definitions for Freeway Mainline Segments**

<b>Level of Service</b>	<b>Demand/Capacity Ratio</b>
A	0.00 – 0.35
B	>0.35 – 0.54
C	>0.54 – 0.77
D	>0.77 – 0.93
E	>0.93 – 1.00
F (0)	>1.00 – 1.25
F (1)	>1.25 – 1.35
F (2)	>1.35 – 1.45
F (3)	>1.45

*Source: 2004 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, Exhibit B-6 (July 2004)*

**(5) CMP Transit Analysis**

The estimated number of transit trips that would be generated by the Project is based on the trip generation methodology. The estimate of unadjusted base vehicle trips for each Project land use is converted to person trips by applying a conversion factor of 1.4, per CMP guidelines. The person trip numbers are multiplied by the estimated percent taking transit for each land use. Although estimated person trips are higher in some cases than the default countywide guidelines in the CMP, the higher person trips reflect the higher transit use that would occur because of the Project's downtown location. Because of the nature of the Project land uses, transit trips would be higher in the P.M. peak hour. To determine the impact of the Project on the existing transit system, the Project's estimated transit riders are compared to the existing transit capacity, described above (see Table 13 on page 221).

**(6) Parking Analysis**

The parking analysis is based on a comparison of the demand that would be generated by the Project with the parking requirements of the Los Angeles Municipal Code and the City Planning Department Deputy Advisory Agency.

**(a) Evaluation of Parking Demand**

The analysis of the commercial parking demand is based on parking demand rates for commercial uses from professional sources such as the Urban Land Institute<sup>55</sup> and the Institute of

<sup>55</sup> *Urban Land Institute, Shared Parking, Washington D.C., 1983.*

Transportation Engineers<sup>56</sup>. These rates are for suburban locations, and so are adjusted in the demand analysis to reflect the conditions and location of the Project with County Office Building Option and Project with Additional Residential Development Option in downtown Los Angeles. These adjustments are applied in a similar fashion to the trip generation adjustments discussed earlier, and allow for internal interaction between uses within the Project, use of transit, and walking between the Project and adjacent and nearby uses in the Downtown.

For example, some of the restaurant customers in the Project would come from the residential towers in the Project. Other restaurant customers will walk-in from nearby office and residential buildings, as well as being visitors to the Walt Disney Concert Hall and the Music Center, and so may already have parked at those locations. This will also apply to the retail uses (shoppers for example may come to the Project to eat at a restaurant but also do some shopping, or may already be in the area for another reason), and to the Health Club (where a high proportion of patrons are expected to come from the residential component of the Project and from adjacent residential and office uses in the downtown). So some of the visitors to the Project will not need to park a car, because they will already have parked either in the Project or somewhere else.

The parking analysis also accounts for the fact that parking demand varies by time of day, and that the peak parking need for each use does not necessarily occur at the same time. To the extent that different uses peak at different times, the parking supply can be shared between different uses. Since parking demand also varies by season, the evaluation of parking also takes into account seasonal variations. The overall parking supply need is, thus, often less than the simple additive total of the peak demand for each individual use because of this peaking of different uses at different times and the shared parking opportunities.

## **(b) Parking Regulations and Policies**

### **(i) Municipal Code Requirements**

The Project is located in downtown Los Angeles, in an area for which a number of code exceptions apply and that reflect the higher density of downtown, the proximity to other land uses and higher walking levels, and the proximity to extensive transit service. LAMC 12.21 A.4 (p)(1) provides for an exception for the Central Area for lower residential and hotel parking requirements. LAMC 12.21 A4(i)(3) provides for an exception for the Downtown Business District, for lower parking requirements for business, commercial, and industrial buildings and for auditoriums. The LAMC parking requirements for the land uses in the Project are shown in Table 15 on page 241

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<sup>56</sup> *Institute of Transportation Engineers, Parking Generation, Third Edition, Washington D.C., 2004.*

Table 15

## Los Angeles Municipal Code Parking Requirements

Land Use	Parking Requirement	Applicable Code Section
Residential – 1 Bdrm	1 space per D.U.	LAMC 12.21 A.4 (p)(1). Exception for Central City Area.
Residential – 2 Bdrm	1 space per DU.	LAMC 12.21 A.4 (p)(1). Exception for Central City Area.
Residential – 3 Bdrm	1.25 spaces per D.U.	LAMC 12.21 A.4 (p)(1). Exception for Central City Area.
Affordable Residential	1 space per D.U.	LAMC 12.22.A.25(d)(2) Exception for Restricted Affordable Units
Hotel – Rooms	1 space per 2 guest rooms; plus 1 space per guest room in excess of 20 but not exceeding 40; plus 1 space per each six guest rooms over 40.	LAMC 12.21 A.4(p)(2). Exception for Central City Area.
Hotel – Meeting Space	10 spaces per 1,000 sq. ft.	LAMC 12.21 A.4(i)(1). Exception for Downtown Business District.
Retail	1 space per 1,000 sq. ft.	LAMC 12.21 A.4(i)(3). Exception for Downtown Business District.
Restaurant	1 space per 1,000 sq. ft.	LAMC 12.21 A.4(i)(3). Exception for Downtown Business District.
Health Club	1 space per 1,000 sq. ft.	LAMC 12.21 A.4(i)(3). Exception for Downtown Business District.
Event Facility	1 space per 10 seats	LAMC 12.21 A.4(i)(1). Exception for Downtown Business District.
Office	1 space per 1,000 sq. ft.	LAMC 12.21 A.4(i)(3). Exception for Downtown Business District.

Source: *The Mobility Group, based on the Los Angeles Municipal Code (2006)*

## (ii) CRA/LA Parking Policies

The CRA/LA is currently reviewing parking policies applicable to office uses in the Downtown Business District and peripheral parking. While not in the Municipal Code, the CRA/LA has a policy for office buildings in an area defined as the Traffic Impact Zone (Broadway, south of the US-101 Freeway, east of the SR-110 Freeway and Olympic Boulevard). Contrasting with LAMC 12.21 A.4(i)3, which requires 1.0 parking space per 1,000 square feet of office use in the Downtown Business District, the CRA/LA policy requires a maximum of 0.6 spaces per 1,000 square feet of office use to be provided on-site and the remaining 0.4 spaces per 1,000 square feet to be provided in an off-site location in one of three designated “peripheral parking” zones on the edge of downtown. The CRA/LA Peripheral Parking Policy was adopted in the late nineteen-eighties, but has rarely been applied because there has been virtually no office buildings built in downtown Los Angeles since it was adopted. The CRA/LA is currently conducting a comprehensive study of parking in the downtown area to review parking needs, parking supply, and parking management. The results and any resulting policy changes are unlikely to be completed in the timeframe of this EIR. However, the CRA/LA has stated that it is committed to revisiting and rescinding the Peripheral Parking Policy in its present form. No

further details are available at this time, but the most likely change is to eliminate the requirement for 0.4 spaces in a designated off-site peripheral parking zone. It is unknown if other off-site alternatives for 0.4 spaces per 1,000 square feet would be introduced, or if the requirement for 0.4 spaces per 1,000 square feet to be located off-site would be changed.

The traffic study assumes that the overall code requirement would continue to be 1.0 space per 1,000 square feet of office use, as per the LAMC, and that there would no longer be a requirement for 0.4 spaces per 1,000 square feet to be provided off-site, or that parking in off-site spaces in designated peripheral parking zones would no longer be required.

### **(c) Advisory Agency Policy for Residential Condominiums**

The City Planning Department Deputy Advisory Agency (Advisory Agency) has issued a Residential Parking Policy for Division of Land – No AA 2000-1 (May, 2000), identifying a standard of two parking spaces per dwelling unit and 0.25 space for guest parking in non-parking congested areas, for condominium projects. As the Project is located in a non-parking congested area, is very close to many bus transit lines and DASH service, and includes two portals to the Civic Center (at First Street and Hill Street on Parcel W-2, and at the Court of Flags on the existing Civic Center Mall), and is within walking distance of thousands of jobs in the downtown, many trips can be made by transit and walking. Thus, there is less of a need for a car in a downtown environment (a major attraction to people purchasing residential units in the downtown), and would have less of a need for parking spaces. While the Advisory Agency policy may be appropriate in other more suburban parts of the City (for which it was developed), it is far less appropriate in the Central City downtown area. However, the parking analysis in the Draft EIR addresses parking needs for the residential uses both under the LAMC and under the Deputy Advisory Agency AA-2000-1 Residential Policy.

## **b. Thresholds of Significance**

### **(1) Construction Impacts**

Based on factors in the “*CEQA Thresholds Guide*”, City of Los Angeles (1998), it the following criteria were established to determine if the Project would have a significant traffic and circulation impact relative to construction - if construction traffic or activities caused the following:

- Substantial delays and disruption of existing traffic and pedestrian flow; and
- Temporary relocation of existing bus stops to more than one-quarter mile from their existing stops.

## (2) Operational Impacts

### (a) Intersection Capacity

Under the LADOT published traffic study guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C; an increase in V/C ratio equal to or greater than 0.02 for intersections operating at LOS D; and V/C ratio equal to or greater than 0.01 for intersections operating at LOS E or F, after the addition of related projects, ambient growth, and Project traffic. Intersections operating at LOS A or B after the addition of Project traffic are not considered significantly impacted regardless of the increase in V/C ratio. The following summarizes the impact criteria:

With Project Traffic		Project-related Increase in V/C Ratio
LOS	Final V/C Ratio	
C	>0.700 to 0.800	Equal to or greater than 0.040
D	>0.800 to 0.900	Equal to or greater than 0.020
E, F	>0.900	Equal to or greater than 0.010

### (b) Access

A project would have a significant driveway access impact based on the following criteria:

- Intersections at the primary site access locations would operate at LOS F during the A.M. or P.M. peak hours; and
- The design features or physical configurations of the Project would affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists so as to create a hazardous condition.

### (c) Countywide Congestion Management Plan Regional Highways

Under the Countywide Congestion Management Plan (CMP), a significant traffic impact would occur if a project increases the demand to capacity ratio (D/C) of a freeway segment of 2 percent or more (D/C ratio increase greater than or equal to 0.02), which causes or worsens LOS F conditions.



**(d) CMP Transit**

Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact would occur if projected transit riders substantially exceed available transit capacity.

**(e) Parking**

Based on the City of Los Angeles CEQA Thresholds Guide, the following criteria are established to determine if any project parking impacts would be significant:

- The Project would be inconsistent with adopted codes, plans or policies;
- The Project would provide substantially less parking than needed, based on estimated demand; and
- The Project would result in a substantial permanent loss of on-street parking.

**c. Analysis of Project Impacts****(1) Design Features****(a) Civic Park**

The Project would create a revitalized Civic Park within the Los Angeles County Civic Mall and adjacent block located between Grand Avenue and Spring Street. The Project would also implement changes to the County Mall garage ramps, mid-block crosswalks, and land uses that may affect auto access and circulation.

**(i) County Mall Garage Ramps to Grand Avenue**

The ramps to and from the County Mall parking garage on Grand Avenue would be re-configured. The County Mall garage is a two-level garage located under the Civic Mall between Grand Avenue and Hill Street. The garage is currently a permit-only garage for the County, with no access for the public (except on some evenings and weekends when it serves as additional parking for the Los Angeles Music Center). Currently, the ramps are configured perpendicular to Grand Avenue, with the south ramp for entering traffic and the north ramp for exiting traffic. Left turns are allowed both in and out of these ramps, except in the P.M. peak hour when left turns out are prohibited. In order to improve pedestrian access and use of the Civic Park, the Project would reconfigure both ramps to be slip ramps parallel to Grand Avenue. Left turns would no longer possible and all movements would be right-in and right-out-only. The turning

restrictions would affect existing inbound left-turning traffic during both A.M. and P.M. peak periods. Peak hour A.M. and P.M. existing inbound traffic would have to enter the garage by southbound Hill Street, and existing exiting left-turning traffic in the A.M. peak hour would have to exit by southbound Hill Street instead. (Access/egress is limited to right turns only due to the median in this portion of Hill Street.)

The Project also proposes to replace the upper sections of the helical ramps to the garage on Hill Street with a similar configuration of slip ramps, configured parallel to the street rather than their current configuration perpendicular to the street, thereby improving pedestrian access to Civic Park. These entrance and exit ramps are currently, and would remain, right-in and right-out-only. Therefore, traffic circulation would be unaffected.

### **(ii) Mid-Block Crosswalks**

In order to improve pedestrian circulation along the Civic Park, the Project would install new mid-block crosswalks on Hill Street, Broadway and Spring Street. Signalized crosswalks already exist in these locations but they would be upgraded as part of the Project.

### **(iii) New Buildings/Land Uses**

The Project would not introduce any substantial new buildings or land uses into the Civic Center Mall. A Starbucks coffee shop, currently located in the park between Grand Avenue and Hill Street, would potentially be replaced by some new small pavilions or kiosks associated with retail sales. With the exception of up to 10,000 square feet of restaurant space, there would be no new buildings that would be independent generators of new vehicle trips to the area.

### **(iv) Anticipated Civic Park Use**

The anticipated range and types of activities in the Civic Park are as follows.

#### **Typical Day-to Day Activity**

Typically, day to day use of the park would take place by people already in the downtown area, namely, residents of the Bunker Hill area, employees in the Civic Center and Bunker Hill areas, and visitors to such Civic Center and Bunker Hill uses as the County Administration and Court Buildings, Los Angeles City Hall, the Cathedral, the Music Center, the Walt Disney Concert Hall, and the Museum of Contemporary Art. Such day-to-day uses would include people walking and strolling in the park, enjoying the gardens, and lunching in the park, as well as activities focused on the local population – such as convenient seating (for reading areas and with Wi-Fi access), food kiosks, board and lawn games, and the like. In addition to

these typical users, there may be users of the Park who would not be in the downtown area for some other reason or activity.

### **Weekly, Periodic and Seasonal Events**

The Project also anticipates the programming of regular weekly, periodic, or seasonal events in the Park. These could include a wide variety of events such as book fairs, arts/antiques fairs, and concerts. These events would most typically occur at lunchtime (most likely targeted to the local downtown population), evenings (usually starting between 7pm and 8pm) and on weekends.

### **Annual Events, Festivals and Holiday Events**

These types of special events that would be programmed in the Civic Park would occur on an irregular basis, and would typically occur on public holidays, at weekends, or in the evenings, i.e. outside the peak hours – when traffic volumes are much lower than during peak hours.

#### **(b) Grand Avenue Streetscape**

The Project includes a Streetscape Program for Grand Avenue between Cesar E. Chavez Avenue on the north and Fifth Street on the south. These improvements are intended to improve the quality of the pedestrian experience along Grand Avenue and to enhance the perception of Grand Avenue as a memorable urban thoroughfare. Such improvements could include wider sidewalks where feasible, enhanced street lighting and signage, benches and bus shelters, new street trees, and other ornamental plantings. However, such street improvements are not intended to decrease existing street or vehicular capacity. Existing on-street parking would also be retained where feasible. Therefore, streetscape improvements are not expected to have any significant impact on traffic circulation in the area.

#### **(c) Parcels Q, W-1/W-2, and L and M-2**

##### **(i) Scope of Development**

The proposed comprised two development options. Projected land uses on the five parcels consist of a combination of residential, retail, office, and hotel uses.

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### **Project with County Office Building Option**

Total development proposed for the five parcels consists of up to 2,060 residential units, 20 percent of which (up to 412 units) would be provided as affordable housing; up to 275 hotel rooms; up to 449,000 square feet of retail space; and up to 681,000 square feet of government office space. The office space would potentially provide new space for the County administration functions currently housed in the Hall of Administration (HOA). (The EIR analysis assumes the current HOA would be back-filled so no traffic adjustments were made for the existing HOA). This Project Option would provide approximately 5,035 parking spaces. All proposed parking would be provided in podium and subterranean parking structures.

The Conceptual Plan for the five development parcels is shown in Section II, Figure 9, of this Draft EIR.

### **Project with Additional Residential Development Option**

This option would be essentially the same as the Project with County Office Building Option, except that the office building on Parcels W-1/W-2 would be replaced with additional housing (600 units, of which 20 percent or 120 would be affordable housing). Total housing proposed for the five parcels for this Project Option would comprise 2,660 residential units, 20 percent of which (up to 532 units) would be provided as affordable housing. The remainder of the Project would be the same as the other option, with up to 275 hotel rooms and up to 449,000 square feet of retail space. This Project Option would provide approximately 5,255 parking spaces. All proposed parking would be provided in podium and subterranean parking structures.

### **Land Use Equivalency Program**

The proposed land use development summary is conceptual. In order to fully respond to the future needs and demands of the Southern California economy, the Project includes an Equivalency Program that would allow the composition of on-site development to be modified to respond to future needs in a manner that does not increase the Project's impacts on the environment. The Equivalency Program would provide flexibility for modifications to land uses and square footages within the five parcels. Within this framework, land uses can be exchanged for certain other permitted land uses so long as the limitations of the Equivalency Program are satisfied and no additional environmental impacts occur. All permitted land use increases can be exchanged for corresponding decreases of other land uses under the proposed Equivalency Program. In the context of traffic circulation and impacts, the Equivalency Program relates to the overall number of trips generated by the Project, and allows land use exchanges as long as the total number of peak hour trips generated would not exceed the totals identified in this study.

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## **(ii) Transportation Objectives**

The proposed transportation objectives of the Project reflect the location of the five development parcels in downtown Los Angeles. It is expected that the Project would have lower levels of car usage, lower vehicle trip rates, and much higher levels of transit usage and walking, than in more conventional and suburban locations, and that a considerable number of transit and walking trips would be expected to replace conventional auto trips, because of the following features:

- The urban nature of the Project, in densely developed downtown Los Angeles;
- The close proximity of the Project to the highest levels of rail and bus transit service in Los Angeles; and
- The proximity of the Project within walking distance of many other destinations in downtown including office towers and the Civic Center (work destinations), the Music Center, the Walt Disney Concert Hall, and restaurants (cultural and entertainment destinations), and residential towers (customer base for the retail commercial uses).

The transportation philosophy of the Project is to capitalize on the mixed-use nature of the Project itself, as well as its location downtown and to:

- Encourage and support transit use;
- Provide convenient access to transit;
- Create and enhance a walkable environment in the Bunker Hill/Civic Center area of downtown; and
- Provide convenient and attractive pedestrian connections.

## **(iii) Project Parking**

### **Project with County Office Building Option**

This Project Option proposes a total of up to approximately 5,035 on-site parking spaces to serve both the residential and commercial components of the Project. All proposed parking would be provided in podium and subterranean parking structures. The parking would be approximately distributed among the parcels as follows:

<u>Parcel</u>	<u>Residential Parking Supply</u>	<u>Commercial Parking Supply</u>	<u>Total Parking Supply</u>
Parcel Q	755	755	1,510
Parcel W-1/W-2:	1,070	885	1,955
<u>Parcel L and M-2</u>	<u>1,280</u>	<u>290</u>	<u>1,570</u>
Total:	3,105	1,930	5,035

### **Project with Additional Residential Development Option**

This Project Option proposes a total of up to approximately 5,255 on-site parking spaces to serve both residential and commercial components of the Project. All proposed parking would be provided in podium and subterranean parking structures. The parking would be approximately distributed among the parcels as follows:

<u>Parcel</u>	<u>Residential Parking Supply</u>	<u>Commercial Parking Supply</u>	<u>Total Parking Supply</u>
Parcel Q	755	755	1,510
Parcel W-1/W-2:	1,971	204	2,175
<u>Parcel L and M-2</u>	<u>1,280</u>	<u>290</u>	<u>1,570</u>
Total:	4,006	1,249	5,255

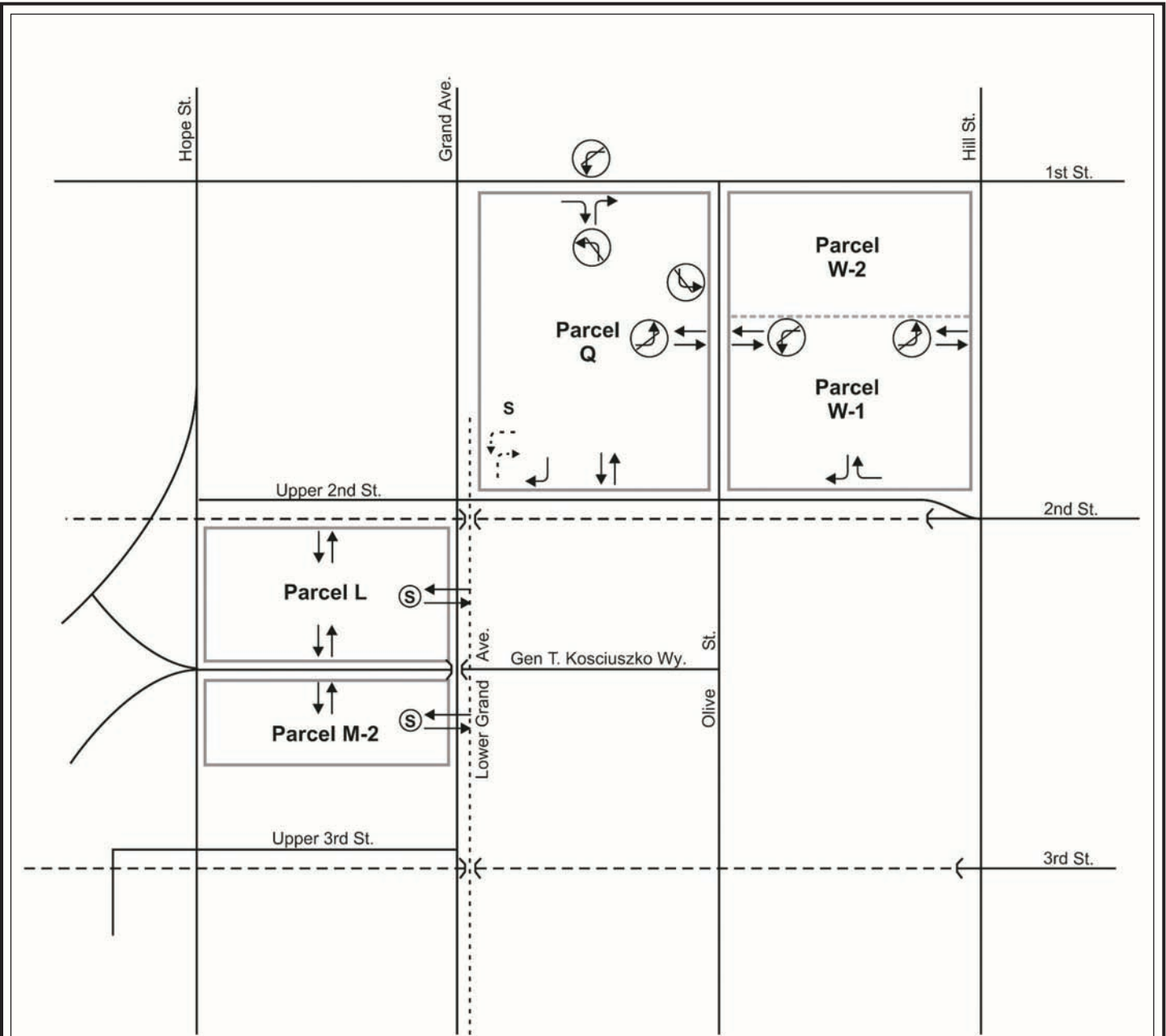
#### **(iv) Project Access and Driveways**

A parking garage would be located on each of the five development parcels. The location of parking structure driveways is shown in Figure 17 on page 250. The parking supply will include two general types of parking – residential parking and commercial parking. The residential parking will be dedicated to the residential uses only and will be physically separate from the commercial parking. The commercial parking will generally be accessible to all commercial users (except for any valet areas and certain areas reserved for hotel use on Parcel Q. Project access and driveway locations will be the same for both the Project with County Office Building Option and the Project with Additional Residential Development Option.

#### **Parcel Q Access**

This parcel will comprise local and destination retail/commercial uses, the 275-room hotel, and residential uses. The hotel and some of the condominium units will be in one tower on the southwest corner of the block, with the remaining residential units (condominiums and affordable rental/apartment units) in a second tower on the northeast corner of the block.

Parcel Q would have no driveway access to or from Grand Avenue, and under the Conceptual Plan, would provide a curb drop-off area (in a curb pull-out) on Grand Avenue, at



**LEGEND:**








	Project Site		Project Driveway - Autos (Movement as shown)
	Tunnel		Service Vehicles Access
	Lower Grand Avenue		Service Only
	Project Driveway - Autos (Full movement unless specified otherwise)		



Figure 17  
Project Site and  
Proposed Access Locations

Source: The Mobility Group, 2006

mid block, starting just north of the Hotel entrance. The main public garage access to Parcel Q would be located on Olive Street, mid-block between First and Second Streets. Due to the lack of sufficient distance between First and Second Streets to accommodate a new signal, the Olive Street driveway would be unsignalized. All movements except for left-turns would out of the Project. Left turns would not be possible due to the configuration and extent of the double northbound left turn lanes on Olive Street. The Olive Street driveway would serve the retail/commercial components of the Project.

A secondary garage access would be located on Lower Grand Avenue, generally opposite the entrance to the Walt Disney Concert Hall garage. This driveway would serve as a secondary exit point (only) for the retail/commercial components of the Project. No public entrance to the retail/commercial uses would be available by this driveway. A private entrance and exit driveway for the residential component of the Project would be located immediately adjacent to the Lower Grand Avenue exit driveway.

Driveways to the public garage would also be provided on First and Second Streets. The First Street driveway, which would be located midway between Grand Avenue and Olive Street, would be right-in and right-out only. This driveway would provide access/egress to a valet parking area on the mezzanine level of the Parcel Q development. The valet area may be used by visitors to the retail and commercial components of the Project, as well as by residents (condominiums and affordable units) of the second residential tower at the corner of First Street and Olive Street. Cars that have been dropped at the hotel valet zone on Grand Avenue would be brought into the garage by this driveway.

Two driveways would be provided on Second Street. A mid-block driveway between Grand Avenue and Olive Street would provide full movement access exclusively for residents of the hotel tower condominiums. A second driveway would be located on Second Street between the residential driveway and Grand Avenue. The second driveway would be an exit right turn out only, and would only be used to return valet cars to the hotel curb on Grand Avenue. All truck and service vehicle access for Parcel Q would be by Lower Grand Avenue where the truck loading docks would be located to the north of the garage driveway.

### **Parcels W-1/W-2 Access**

Parcels W-1/W-2 would include a smaller amount of retail commercial uses than Parcel Q and under the Conceptual Plan, a residential tower and an office tower (for the Project with County Office Building Option). A public garage would be accessed by a main entrance driveway on Hill Street, mid-block between First and Second Streets. Due to the lack of sufficient distance between First and Second Streets to accommodate a new signal, the Hill Street driveway would be unsignalized. This driveway would allow all turns except left turns out, since the traffic volumes on Hill Street would preclude convenient left turns. This entrance



would provide access to parking for both the County office building (or residential building) and the retail/commercial uses.

A secondary public garage entrance would be provided on Olive Street, mid-block between First and Second Streets, opposite the entrance to the Parcel Q garage. The Olive Street driveway would provide access to the retail commercial parking, the office parking, and the residential parking. This driveway would be unsignalized and, because the configuration of Olive Street with northbound double left turn lanes, a southbound left-turn would be precluded. As such, the Olive Street driveway would be a right turn-in/right turn-out-only driveway.

A third driveway, located on Second Street about mid-block between Olive Street and Hill Street, would provide exclusive access to residential parking and, possibly, to an internal valet/drop-off area within the garage. This access would be a right-in/right-out only driveway as Second Street is one-way westbound on this block. The truck loading docks would be located off Hill Street and all truck and service vehicle access for Parcels W-1/W-2 would be by the Hill Street driveway. For the Project with Additional Residential Development Option, access/egress points would be the same, with all driveways providing access/egress for the two residential towers.

### **Parcels L and M-2 Access**

Parcels L and M-2 would comprise retail commercial uses and, under the Conceptual Plan, two residential towers, built on a platform extending over General Thaddeus Kosciuszko Way. In keeping with other buildings along Grand Avenue between First Street and Fifth Street, no vehicular access would be provided to or from Grand Avenue. Access to Parcels L and M-2 would be provided by an unsignalized full movement driveway on Second Street, mid-way between Grand Avenue and Hope Street. The Second Street driveway would provide access to public parking and to private residential parking.

Two driveways, one to Parcel L and one to Parcel M-2, for exclusive residential use would also be provided on General Thaddeus Kosciuszko Way midway between Hope Street and Lower Grand Avenue. The Kosciuszko Way driveways would be unsignalized full movement driveways. All truck and service vehicle access for Parcels L and M-2 would be by Lower Grand Avenue where the truck loading docks would be located.

### **(d) Future Base Transportation System Improvements**

Transportation system improvements that would occur prior to the completion year of the Proposed Project (2015) were considered for inclusion in the analysis of future transportation conditions. The following such improvements were identified.

**(i) Upper Second Street Connection between Olive Street and Grand Avenue**

Upper Second Street currently exists only between Hill Street and Olive Street (one-way westbound) and between Grand Avenue and Hope Street (two-way). A recently approved CRA/LA project calls for constructing the missing link between Olive Street and Grand Avenue, so that Second Street would connect all the way across Bunker Hill as a local roadway. This new street connection, which is funded and programmed for completion in the next few years, would improve local circulation on Bunker Hill and improve local access to buildings in the area. The future traffic forecasts, therefore, assume the construction of this improvement in both the Future Without Project and Future With Project scenarios.

**(ii) Metro Gold Line Eastside Extension**

MTA is constructing a light rail line connecting Union Station in downtown Los Angeles to communities in East Los Angeles. The approximately six-mile line with eight new stations, would extend the existing Gold Line service (Pasadena to Union Station), and would follow an alignment south from Union Station over the US-101 Freeway, south on Alameda Street and then east on First Street over the Los Angeles River, and through the communities of Boyle Heights and East Los Angeles to terminate near the intersection of Pomona and Atlantic Boulevards. It is projected to open for service in 2009.

**(iii) Metro Mid-City/Exposition Light Rail Transit Project**

MTA proposes to construct this approximately ten-mile project to connect downtown Los Angeles with Culver City by the Metro-owned Exposition right-of-way. This light rail line would start at the Seventh Street/Metro station in downtown, and run south along Flower Street, west on Exposition Boulevard and then in the Exposition right-of-way to Culver City, with eight to nine new stations. MTA hopes to complete this line by 2010. In order to provide a conservative analysis, these two rail transit projects were not included in the traffic forecasting process, and no reductions in downtown street traffic were assumed in the future traffic forecasts because of these two future projects.

**(2) Project Impacts****(a) Construction Impacts**

The overall Project would be built in a number of phases, and construction would occur on a block-by-block basis. It is anticipated that the Parcel Q development would be constructed first, followed by Parcel L and M-2, and finally Parcel W-1/W-2, and that the construction period for each block would be approximately three years. However, it should be noted that the Project

may experience a possible overlap in construction phases. This overlap would not be more than one year in duration, with the last year of one phase overlapping with the first year of the next phase. This overlap would not result in more impacts than those caused at the peak of construction (the second year of total construction) due to the less intensive nature of activities at the beginning and end of each phase. During construction, off-site activity would typically involve the arrival and departure of construction trucks removing material/debris from demolition and excavation at the site and delivering construction materials to the site, and construction workers arriving and departing the site.

### **(i) Impacts of Construction Truck Activity**

Depending on the exact nature of construction activity (e.g. demolition/excavation, concrete pouring, or deliveries), truck traffic would be expected to be distributed evenly across the workday, with most truck trips occurring during off-peak traffic hours. During certain activities, such as excavation, truck traffic would be expected to be heavier during the first half of the workday, with some trucks arriving prior to the start of the workday, i.e. before the A.M. peak hour, while some truck trips could also occur during the A.M. peak hour. Truck trips would typically not occur after the end of the construction workday (3:00 P.M. or 4:00 P.M.). Therefore, few truck trips would occur during the P.M. peak hour.

Most construction truck traffic would be freeway-oriented and use the Hollywood and Harbor Freeways, which are only two-three blocks from the Project site. The likely routes to/from these freeways would be by Grand Avenue and Hope Street to/from the Hollywood Freeway and by Third Street and Fourth Street/Lower Grand Avenue to/from the Harbor Freeway.

The number of truck trips would vary throughout the construction period, with the highest levels of truck activity occurring in the early stages of construction (for example, during excavation). Precise numbers of truck trips are, therefore, not known at this early stage of Project planning. However, estimates of truck activity indicate that, for at least about half of the construction period, the number of truck trips would be less than 40 trips per day. For much of the remainder of the construction period the number of truck trips would be in the range of 40 to 120 trips per day. Because of the low volume of trips and the fact that truck trips would generally occur outside the peak hours, the impact of truck trips during these periods is not expected to be significant.

The highest periods of truck activity would be in the initial six to eight months of construction for each block, when haul trucks would carry excavated material from the site. During those periods it is estimated there may be from 130 trucks a day to a peak of 300 trucks a day. Because some of these trips would occur in the A.M. peak hour, they could cause but significant, short-term traffic impacts.

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**(ii) Impacts of Construction Worker Trips**

The number of construction workers would also vary throughout the construction period. Typically approximately 250 workers would be expected on site, although the number of workers could peak at about 600 workers at certain times. Generally, the construction workers would be expected to arrive and depart the site outside of the normal peak hours (i.e., during off-peak hours). Workers would typically arrive before 7:00 A.M. and depart around 3:00 or 3:30 P.M. The impact of construction worker trips on the A.M. peak hour and P.M. peak hour traffic is therefore expected to be negligible.

**(iii) Impacts of Temporary Street Configuration Modifications**

It is not expected that complete closures of any streets would be required during construction, although they could occur due to unforeseen circumstances, in which case, they would cause temporary significant impacts. It is, however, expected that a need for certain temporary traffic lane closures on streets adjacent to the Project site would occur, although the specific location and duration of such closures is unknown at this time. It is expected that, at most, one traffic or parking lane adjacent to the curb may need to be closed at certain locations for certain periods of time. Such lane closures could occur for periods of up to 4-6 months, or up to approximately 18 to 24 months, depending on the stage of construction. Although temporary in nature, such closures could cause significant traffic impacts during these periods of time.

**(iv) Impacts on Sidewalks and Pedestrian Circulation**

In certain cases, it may be necessary to close sidewalks for either short or extended periods of time. Because the street system in the area of the Project is a fully developed street grid with sidewalks on both sides of all streets, convenient alternate pedestrian routes would be available simply by using the sidewalk on the other side of the street. While the use of these alternative routes may lead to some inconveniences to pedestrians, due to slightly longer walk distances in some cases, it is not expected such increases would be significant. Therefore, it is concluded that no significant impacts on pedestrian circulation during construction of the Project would occur.

**(v) Impact on Other/Adjacent Uses**

The Project would completely redevelop each of the three development blocks so that no existing uses would remain on the development sites. There, no construction impacts to any

remaining existing site uses would occur. The Project does not anticipate the closure or modification of any driveways to adjacent projects. Access and circulation to existing uses on adjacent blocks would not be affected and no significant construction impacts would occur.

#### **(vi) Impact of Reconstructing Civic Park Garage Ramps**

The reconfiguration of the ramps to/from the Civic Park parking garage on Grand Avenue would require the ramps to be shut down for a period of time during the reconstruction. During that time, traffic would have to enter and exit the Civic Park garage by way of the Hill Street ramps, or by way of the Music Center garage, which connects to the Civic Park garage under Grand Avenue.

Similarly, the reconfiguration of the upper sections of the helical ramps to the garage on Hill Street would also require parking structure ramps to be shut down for a period of time during the reconstruction. During that time, traffic would have to enter and exit the Civic Park garage by the Grand Avenue ramps or the Music Center Garage.

It would be important, therefore, that these two improvements are constructed separately and at different times, so that entry/exit is maintained to the Civic Park garage at all times.

The diversion of traffic to alternate garage entrances would only affect streets in the immediate vicinity of the Civic Park block, but could potentially create short-term significant traffic impacts.

#### **(vii) Impacts on Transit Stops**

Construction of the Project may require the temporary relocation of up to five bus stops. The construction of Parcel Q could require the relocation of the bus stop on eastbound First Street between Grand Avenue and Olive Street. This bus stop could be relocated within one or two blocks on First Street.

The construction of Parcel L and M-2 could require the relocation of the bus stop on southbound Grand Avenue just south of Second Street. This bus stop could be relocated within one or two blocks on Grand Avenue.

The construction of Parcel W-1/W-2 could require the relocation of the two bus stops on northbound Olive Street between Second and First Streets, and the southbound bus stop on Hill Street between First and Second Streets. These bus stops could be relocated within one or two blocks on Olive or Hill Streets.

Because all of these bus stops could be temporarily relocated within one-quarter mile of the original stop location, there would be no significant impacts on bus stop locations due to Project construction.

### **(viii) Impacts of Construction Worker Parking**

The number of construction workers would vary throughout the construction period. It is estimated that typically on the order of 250 construction workers would be on-site daily, with a peak maximum of about 600 workers. Because of the downtown area is served by major regional transit lines, some construction workers may use transit. Construction workers who choose to drive to work will need to park at or near the Project site. It is unlikely that onsite parking will be provided for construction workers during the construction period, so they would need to park elsewhere.

The developer proposes to enter into some form of temporary arrangement with parking garages in the area of the Project, or with surface lot operators elsewhere in downtown or its periphery, to provide a sufficient supply of off-street spaces for the construction workers during Project construction, and to require all construction workers to use these designated parking spaces. With the implementation of this program, there would be no significant parking impacts due to construction worker parking.

## **(b) Operational Impacts**

### **(i) Intersection Capacity**

#### **Related Projects**

The related projects would generate a total of about 21,330 vehicle trips in the A.M. peak hour, consisting of approximately 12,000 inbound trips to the downtown area and 9,300 outbound from the downtown area. Related projects would generate approximately 28,190 vehicle trips in the P.M. peak hour, consisting of approximately 13,300 inbound and 14,900 outbound trips. It should be noted that because of the large geographic distribution of these projects, that not all of these trips would traverse the study intersections.

#### **Future Without Project Intersection Level of Service**

Future intersection service levels, without the Project, include conditions generated by the related projects and ambient growth that would occur in 2015 if the Project were not constructed. The future without Project peak hour traffic volumes for the A.M. and P.M. peak hours are illustrated in Figures 3-2 and 3-3, respectively, within Appendix B of the Draft EIR. Table 16 on page 259, presents the 2015 intersection levels of service, without the Project, at the

32 study intersections. As shown in Table 16, while traffic conditions would worsen in the future due to the additional traffic growth, the majority of intersections would continue to operate at LOS C or better during future peak hours, with the exception of the following eleven intersections that would operate at LOS D or E in the A.M. and/or P.M. peak hours. Of these, seven intersections would be impacted during the A.M. peak hour and ten intersections would be impacted during the P.M. peak hour.

- Intersection No. 1: Figueroa Street / Third Street (LOS D in the A.M. Peak Hour and LOS E in the P.M. Peak Hour).
- Intersection No. 5: Hope Street / Temple Street (US-101 On & Off Ramps)(LOS E in the A.M. Peak Hour and LOS E in the P.M. Peak Hour).Intersection No. 6: Hope Street / First Street (LOS E in the A.M. Peak Hour).Intersection No. 11: Grand Avenue / US-101 Ramps / I-110 Ramps (LOS E in the A.M. Peak Hour).
- Intersection No. 12: Grand Avenue / Temple Street (LOS E in the A.M. Peak Hour and LOS D in the P.M. Peak Hour).
- Intersection No. 13: Grand Avenue / First Street (LOS D in the P.M. Peak Hour).
- Intersection No. 19: Olive Street / Fifth Street (LOS D in the P.M. Peak Hour).
- Intersection No. 21: Hill Street / Temple Street (LOS E in the P.M. Peak Hour).
- Intersection No. 22: Hill Street / First Street (LOS F in the P.M. Peak Hour).
- Intersection No. 24: Hill Street / Third Street (LOS E in the A.M. and P.M. Peak Hours).
- Intersection No. 27: Broadway / Temple Street (LOS D in the A.M. and P.M. Peak Hours).
- Intersection No. 28: Broadway / First Street (LOS D in the A.M. and P.M. Peak Hours).

Table 16

## Cumulative Base Without Project Intersection Service Levels

No.	Intersection	A.M. Peak				P.M. Peak			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Figueroa St. / Third St.	0.674	B	0.826	D	0.800	C	0.957	E
2	Figueroa St. / Fifth St.	0.382	A	0.481	A	0.627	B	0.771	C
3	Figueroa St. / Sixth St.	0.483	A	0.620	B	0.480	A	0.648	B
4	I-110 Off Ramp / Temple St.	0.346	A	0.397	A	0.341	A	0.402	A
5	Hope St. / Temple St. / US-101 Ramps	0.750	C	0.885	D	0.811	D	0.948	E
6	Hope St. / First St.	0.792	C	0.925	E	0.601	B	0.728	C
7	Hope St. / GTK Way / Second Place	0.360	A	0.420	A	0.702	C	0.776	C
8	Flower St. / Third St.	0.571	A	0.670	B	0.380	A	0.532	A
9	Flower St. / Fifth St.	0.373	A	0.437	A	0.391	A	0.507	A
10	Flower St. / Sixth St.	0.421	A	0.524	A	0.348	A	0.491	A
11	Grand Ave. / US-101 Ramps / I-110 Ramps	0.525	A	0.677	B	0.790	C	0.970	E
12	Grand Ave. / Temple St.	0.758	C	0.906	E	0.699	B	0.827	D
13	Grand Ave. / First St.	0.607	B	0.787	C	0.687	B	0.825	D
14	Grand Ave. / Upper Second St.	0.404	A	0.536	A	0.294	A	0.502	A
15	Grand Ave. / Fifth St.	0.353	A	0.485	A	0.445	A	0.547	A
16	Olive St. / First St.	0.419	A	0.515	A	0.542	A	0.616	B
17	Olive St. / Second St.	0.299	A	0.279	A	0.364	A	0.384	A
18	Olive St. / Fourth St.	0.299	A	0.405	A	0.489	A	0.641	B
19	Olive St. / Fifth St.	0.489	A	0.615	B	0.612	B	0.744	C
20	Olive St. / Sixth St.	0.309	A	0.395	A	0.371	A	0.483	A



Table 16 (Continued)

## Cumulative Base Without Project Intersection Service Levels

No.	Intersection	A.M. Peak				P.M. Peak			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
21	Hill St. / Temple St.	0.645	B	0.743	C	0.785	C	0.918	E
22	Hill St. / First St.	0.595	A	0.730	C	0.717	C	0.879	D
23	Hill St. / Second St.	0.624	B	0.723	C	0.541	A	0.649	B
24	Hill St. / Third St.	0.718	C	0.937	E	0.727	C	0.961	E
25	Hill St. / Fourth St.	0.402	A	0.516	A	0.483	A	0.670	B
26	Hill St. / Sixth St.	0.359	A	0.457	A	0.425	A	0.586	A
27	Broadway / Temple St.	0.672	B	0.845	D	0.643	B	0.828	D
28	Broadway / First St.	0.615	B	0.806	D	0.630	B	0.828	D
29	Broadway / Second St.	0.493	A	0.598	A	0.547	A	0.705	C
30	Broadway / Fourth St.	0.348	A	0.471	A	0.440	A	0.619	B
31	Spring St. / First St.	0.411	A	0.582	A	0.353	A	0.572	A
32	Spring St. / Second St.	0.466	A	0.600	A	0.296	A	0.501	A

Source: The Mobility Group, 2006

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## **Project Traffic**

### **Project with County Office Building Option**

Table 17 on page 262 shows the total trips that would be generated by each development parcel, according to land use. As shown in Table 17, the five development parcels would generate a total of approximately about 1,551 vehicle trips in the A.M. peak hour, of which 919 would be inbound to the Project, and 632 would be outbound trips. In the P.M. peak hour the Project would generate a total of about 2,464 vehicle trips, of which 1,120 would be inbound to the Project and 1,344 trips would be outbound from the Project. In the A.M. peak hour, Parcel Q would generate 416 vehicle trips, Parcel W-1/W-2 would generate 872 trips, and Parcel L and M-2 would generate 263 trips. In the P.M. peak hour, Parcel Q would generate 984 vehicle trips, Parcel W-1/W-2 would generate 986 trips, and Parcel L and M-2 would generate 494 trips.

According to the breakdown of trips by land use in the overall Project. In the A.M. peak hour, about 499 trips would be generated by residential uses, 97 trips by the hotel, 298 trips by the commercial uses, and 657 trips by the office uses. In the P.M. peak hour, about 542 trips would be generated by residential uses, 110 trips by the hotel, 1,202 trips by the commercial uses, and 610 trips by the County office use. The Project with County Office Building Option's estimated A.M. and P.M. peak hour traffic volumes are illustrated in Figures 4-9 through 4-12 in the Mobility Group Traffic Study (Appendix B of this Draft EIR).

### **Project with Additional Residential Development Option**

This Project Option would generate fewer trips, and would generate a total of about 1,019 vehicle trips in the A.M. peak hour, of which 359 would be inbound to the Project, and 660 would be outbound trips. In the P.M. peak hour the Project would generate a total of about 2,003 vehicle trips, of which 1,121 would be inbound to the project and 882 trips would be outbound from the Project.

Table 18 on page 264 shows the total trips that would be generated by each development parcel. These would be the same as for the Office Option for Parcels Q and L and M-2 and would only differ for Parcel W-1/W-2, which would generate 340 trips in the A.M. peak hour, and 525 trips, in the P.M. peak hour. Table 18 also shows the breakdown of trips by land use in the overall Project. In the A.M. peak hour, approximately 624 trips would be generated by residential uses, 97 trips by the hotel, and 298 trips by the commercial uses. In the P.M. peak hour, approximately 691 trips would be generated by residential uses, 110 trips by the hotel, and 1,202 trips by the commercial uses.

Table 17

**Project with County Office Building Option  
Estimated Trip Generation**

Project Component	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
<b>A. By Parcel</b>								
<b>Parcel Q</b>								
Condominiums	400	D.U	21	89	110	71	44	115
Apartments	100	D.U	4	13	17	12	8	20
<i>Subtotal Residential</i>			25	102	127	83	52	135
Hotel	225	Rooms	59	38	97	58	52	110
Supermarket	53,000	S.F	54	34	88	123	118	241
Retail	97,750	S.F	41	26	67	128	139	267
Restaurant	42,000	S.F	8	8	16	99	49	148
Event Facility	24,000	S.F	0	0	0	11	3	14
Health Club	250	Seats	9	12	21	36	33	69
<i>Subtotal Commercial</i>			112	80	192	397	342	739
<i>Subtotal</i>			196	220	416	538	446	984
<b>Parcel W-1 / W-2</b>								
Condominiums	568	D.U	28	119	147	98	60	158
Apartments	142	D.U	6	18	24	17	11	28
<i>Subtotal Residential</i>			34	137	171	115	71	186
Office	650,000	S.F	585	72	657	91	519	610
Retail	54,400	S.F	25	15	40	74	81	155
Restaurant	10,000	S.F	2	2	4	23	12	35
<i>Subtotal Commercial</i>			612	89	701	188	612	800
<i>Subtotal</i>			646	226	872	303	683	986
<b>Parcel L / M-2</b>								
Condominiums	680	D.U	33	139	172	116	71	187
Apartments	170	D.U	7	22	29	21	13	34
<i>Subtotal Residential</i>			40	161	201	137	84	221
Retail	73,100	S.F	34	22	56	106	114	220
Restaurant	15,000	S.F	3	3	6	36	17	53
<i>Subtotal Commercial</i>			37	25	62	142	131	273
<i>Subtotal</i>			77	186	263	279	215	494
<b>Total All Parcels</b>			<b>919</b>	<b>632</b>	<b>1,551</b>	<b>1,120</b>	<b>1,344</b>	<b>2,464</b>

Table 17 (Continued)

**Project with County Office Building Option  
Estimated Trip Generation**

<b>Project Component</b>	<b>Quantity</b>	<b>Units</b>	<b>A.M. Peak Hour</b>			<b>P.M. Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>B. By Land Use</b>								
Condominiums	1,648	D.U	82	348	430	285	175	460
Apartments	412	D.U	17	52	69	50	32	82
<b>Subtotal Residential</b>	<b>2,060</b>	<b>D.U</b>	<b>99</b>	<b>400</b>	<b>499</b>	<b>335</b>	<b>207</b>	<b>542</b>
Hotel	275	Rooms	59	38	97	58	52	110
Office	680,000	S.F	585	72	657	91	519	610
Supermarket	53,000	S.F	54	34	88	123	118	241
Retail	225,250	S.F	100	63	163	308	334	642
Restaurant	67,000	S.F	13	13	26	158	78	236
Event Facility	250	Seats	0	0	0	11	3	14
Health Club	50,000	S.F	9	12	21	36	33	69
<b>Subtotal Commercial</b>			<b>761</b>	<b>194</b>	<b>747</b>	<b>710</b>	<b>1,065</b>	<b>1,812</b>
<b>Total</b>			<b>919</b>	<b>632</b>	<b>1,551</b>	<b>1,120</b>	<b>1,344</b>	<b>2,464</b>

Source: *The Mobility Group, 2006*

The Project with Additional Residential Development Option's estimated A.M. and P.M. peak hour traffic volumes are illustrated in Figures 4-13 through 4-16 in the Mobility Group Traffic Study (Appendix B of this Draft EIR).

**Future With Project Intersection Service Levels – Project with County Office Building Option**

To determine the total future intersection service levels, with the Project with County Office Building Option, the Project's estimated trips are added to the future baseline condition without the Project according to the estimated distribution pattern. The resulting future, with Project, A.M. and P.M. peak hour intersection service levels are presented in Table 19 on page 266, and illustrated in Figure 18 on page 268. Table 19 also compares the level of service for "Without Project" and "With Project" conditions, to illustrate the increase in V/C ratios at each intersection due to the Project. Table 19 also indicates if the projected increase would be significant. As shown in Figure 19 on page 269, the Project with Additional Residential Development Option would result in a significant traffic impact at six intersections during the A.M. peak hour and sixteen intersections during the P.M. peak hour. The impacted intersections are listed below, with the resultant LOS in parentheses.

Table 18

**Project with Additional Residential Development Option  
Estimated Trip Generation**

Project Component	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
<b>A. By Parcel</b>								
<b>Parcel Q</b>								
Condominiums	400	D.U	21	89	110	71	44	115
Apartments	100	D.U	4	13	17	12	8	20
<i>Subtotal Residential</i>			25	102	127	83	52	135
Hotel	275	Rooms	59	38	97	58	52	110
Supermarket	53,000	S.F	54	34	88	123	118	241
Retail	97,750	S.F	41	26	67	128	139	267
Restaurant	42,000	S.F	8	8	16	99	49	148
Events Facility	250	Seats	0	0	0	11	3	14
Health Club	50,000	S.F.	9	12	21	36	33	69
<i>Subtotal Commercial</i>			112	80	192	397	342	739
<i>Subtotal</i>			196	220	416	538	446	984
<b>Parcel W-1 / W-2</b>								
Condominiums	1,048	D.U	48	204	252	175	108	283
Apartments	262	D.U	11	33	44	32	20	52
<i>Subtotal Residential</i>			59	237	296	207	128	335
Office	0	S.F	0	0	0	0	0	0
Retail	54,400	S.F	25	15	40	74	81	155
Restaurant	10,000	S.F	2	2	4	23	12	35
<i>Subtotal Commercial</i>			27	17	44	97	93	190
<i>Subtotal</i>			86	254	340	304	221	525
<b>Parcel L / M-2</b>								
Condominiums	680	D.U	33	139	172	116	71	187
Apartments	170	D.U	7	22	29	21	13	34
<i>Subtotal Residential</i>			40	161	201	137	84	221
Retail	73,100	S.F	34	22	56	106	114	220
Restaurant	15,000	S.F	3	3	6	36	17	53
<i>Subtotal Commercial</i>			37	25	62	142	131	273
<i>Subtotal</i>			77	186	263	279	215	494
<b>Total All Parcels</b>			<b>359</b>	<b>660</b>	<b>1,019</b>	<b>1,121</b>	<b>882</b>	<b>2,003</b>

Table 18 (Continued)

**Project with Additional Residential Development Option  
Estimated Trip Generation**

Project Component	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
<b>B. By Land Use</b>								
Condominiums	2,128	D.U	102	432	534	362	223	585
Apartments	532	D.U	22	68	90	65	41	106
<b>Subtotal Residential</b>	<b>2,660</b>	<b>D.U</b>	<b>124</b>	<b>500</b>	<b>624</b>	<b>427</b>	<b>264</b>	<b>691</b>
Hotel	275	Rooms	59	38	97	58	52	110
Office	0	S.F	0	0	0	0	0	0
Supermarket	53,000	S.F	54	34	88	123	118	241
Retail	225,250	S.F	100	63	163	308	334	642
Restaurant	67,000	S.F	13	13	26	158	78	236
Event Facility	250	Seats	0	0	0	11	3	14
Health Club	50,000	S.F	9	12	21	36	33	69
<b>Subtotal Commercial</b>			<b>176</b>	<b>122</b>	<b>298</b>	<b>636</b>	<b>566</b>	<b>1,202</b>
<b>Total</b>			<b>359</b>	<b>660</b>	<b>1,019</b>	<b>1,121</b>	<b>882</b>	<b>2,003</b>

Source: The Mobility Group, 2006

**A.M. Peak Hour Project Traffic Impacts.** As shown in Table 19, the Project with Office Building Option would result in a significant traffic impact at seven intersections in the A.M. peak hour. These intersections are as follows (with the resultant LOS in parentheses):

- Grand Avenue / First Street (LOS D)
- Hill Street / Temple Street (LOS D)
- Broadway / Temple Street (LOS D)
- Hope St / Temple St. / US-101 Ramps (LOS E)
- Hope Street / First Street (LOS E)
- Hill Street / Third Street (LOS E)
- Broadway / First Street (LOS E)

Table 19

**Project with County Office Building Option  
Future with Project Intersection Level Of Service**

No.	Intersection	A.M. Peak Hour						P.M. Peak Hour					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Figueroa St. / Third St.	0.827	D	0.837	D	0.010	No	0.965	E	0.985	E	0.020	Yes
2	Figueroa St. / Fifth St.	0.487	A	0.492	A	0.005	No	0.781	C	0.795	C	0.014	No
3	Figueroa St. / Sixth St.	0.626	B	0.632	B	0.006	No	0.650	B	0.658	B	0.008	No
4	I-110 Off Ramp / Temple St.	0.398	A	0.400	A	0.002	No	0.409	A	0.413	A	0.004	No
5	Hope St. / Temple St. / US-101 Ramps	0.902	E	0.921	E	0.019	Yes	0.971	E	1.015	F	0.044	Yes
6	Hope St. / First St.	0.925	E	0.935	E	0.010	Yes	0.733	C	0.830	D	0.097	Yes
7	Hope St. / GTK Way / Second Place	0.420	A	0.452	A	0.032	No	0.776	C	0.845	D	0.069	Yes
8	Flower St. / Third St.	0.671	B	0.678	B	0.007	No	0.546	A	0.569	A	0.023	No
9	Flower St. / Fifth St.	0.439	A	0.448	A	0.009	No	0.517	A	0.535	A	0.018	No
10	Flower St. / Sixth St.	0.528	A	0.540	A	0.012	No	0.498	A	0.515	A	0.017	No
11	Grand Ave. / US-101 Ramps / I-110 Ramps	0.693	B	0.724	C	0.031	No	0.994	E	1.100	F	0.106	Yes
12	Grand Ave. / Temple St.	0.930	E	0.929	E	-0.001	No	0.844	D	0.896	D	0.052	Yes
13	Grand Ave. / First St.	0.791	C	0.818	D	0.027	Yes	0.850	D	0.918	E	0.068	Yes
14	Grand Ave. / Upper Second St.	0.537	A	0.670	B	0.133	No	0.504	A	0.708	C	0.204	Yes
15	Grand Ave. / Fifth St.	0.487	A	0.502	A	0.015	No	0.565	A	0.597	A	0.032	No
16	Olive St. / First St.	0.531	A	0.609	B	0.078	No	0.627	B	0.801	D	0.174	Yes
17	Olive St. / Second St.	0.283	A	0.359	A	0.076	No	0.406	A	0.583	A	0.177	No

Table 19 (Continued)

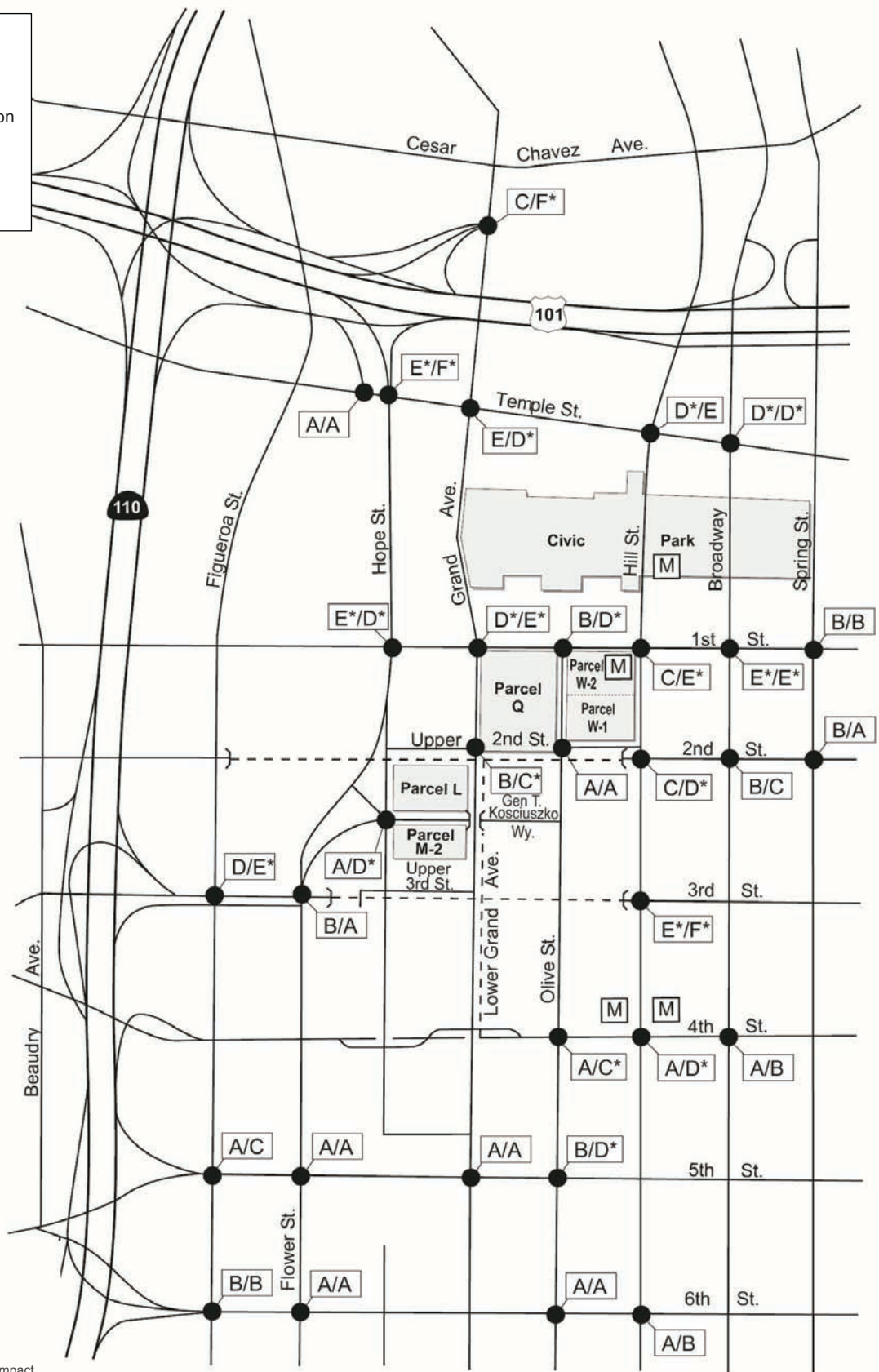
**Project with County Office Building Option  
Future with Project Intersection Level Of Service**

No.	Intersection	A.M. Peak Hour						P.M. Peak Hour					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
18	Olive St. / Fourth St.	0.437	A	0.548	A	0.111	No	0.653	B	0.740	C	0.087	Yes
19	Olive St. / Fifth St.	0.623	B	0.654	B	0.031	No	0.812	D	0.858	D	0.046	Yes
20	Olive St. / Sixth St.	0.402	A	0.424	A	0.022	No	0.486	A	0.513	A	0.027	No
21	Hill St. / Temple St.	0.762	C	0.815	D	0.053	Yes	0.933	E	0.941	E	0.008	No
22	Hill St. / First St.	0.744	C	0.766	C	0.022	No	0.911	E	0.947	E	0.036	Yes
23	Hill St. / Second St.	0.765	C	0.793	C	0.028	No	0.679	B	0.845	D	0.166	Yes
24	Hill St. / Third St.	0.968	E	0.996	E	0.028	Yes	1.018	F	1.103	F	0.085	Yes
25	Hill St. / Fourth St.	0.518	A	0.542	A	0.024	No	0.760	C	0.851	D	0.091	Yes
26	Hill St. / Sixth St.	0.457	A	0.466	A	0.009	No	0.586	A	0.609	B	0.023	No
27	Broadway / Temple St.	0.858	D	0.895	D	0.037	Yes	0.834	D	0.866	D	0.032	Yes
28	Broadway / First St.	0.824	D	0.915	E	0.091	Yes	0.841	D	0.939	E	0.098	Yes
29	Broadway / Second St.	0.5613	B	0.616	B	0.003	No	0.748	C	0.768	C	0.020	No
30	Broadway / Fourth St.	0.474	A	0.489	A	0.015	No	0.646	B	0.678	B	0.032	No
31	Spring St. / First St.	0.592	A	0.609	B	0.017	No	0.582	A	0.622	B	0.040	No
32	Spring St. / Second St.	0.609	B	0.612	B	0.003	No	0.509	A	0.517	A	0.008	No



**LEGEND:**

- Project Site
- Analyzed Intersection
- M Red Line Station
- A/A AM LOS/PM LOS



Note: Asterisk (\*) Indicates Significant Impact

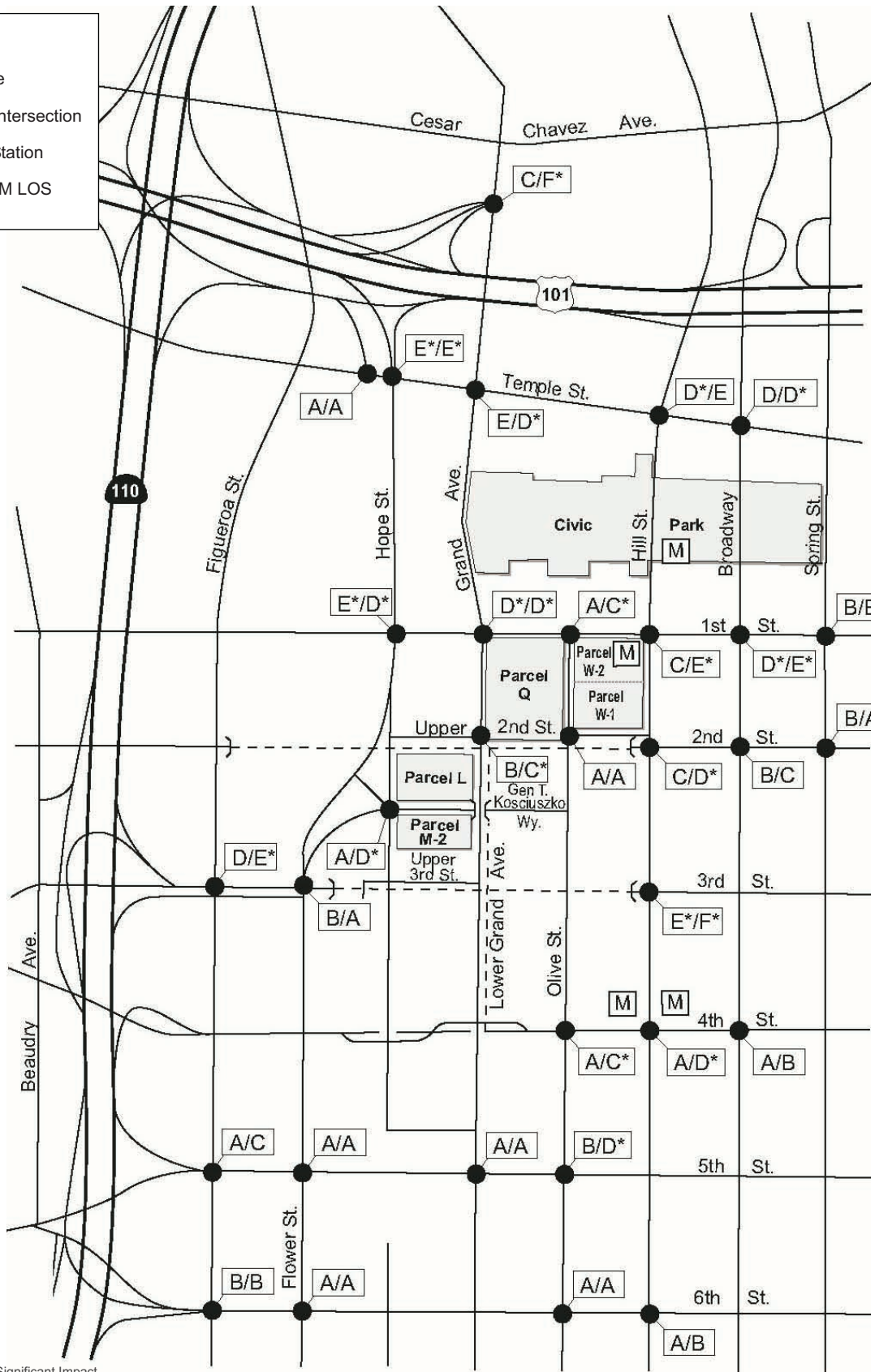


Source: The Mobility Group, 2006

Figure 18  
 Intersection Level of Service-  
 Future With Project Conditions-  
 Project with County Office Building Option

**LEGEND:**

- Project Site
- Analyzed Intersection
- M Red Line Station
- A/A AM LOS/PM LOS



Note: Asterisk (\*) Indicates Significant Impact



Source: The Mobility Group, 2006

Figure 19  
 Intersection Level of Service-  
 Future With Project Conditions-  
 Project with Additional  
 Residential Development Option

Three of the seven impacted intersections will continue to operate at LOS D with the Project with County Office Building Option. The remaining four impacted intersections will operate at LOS E, although three of those (Hope St / Temple St. / US-101 Ramps, Hope Street / First Street, and Hill Street / Third Street) would also operate at LOS E without the Project.

**P.M. Peak Hour Traffic Impacts.** As shown in Table 19, the Project with County Office Building Option would result in a significant traffic impact at seventeen intersections in the P.M. peak hour. The impacted intersections are as follows:

- Grand Avenue / Upper Second Street (LOS C)
- Olive Street / Fourth Street (LOS C)
- Hope Street / First Street (LOS D)
- Hope Street / GTK Way / Second Place (LOS D)
- Grand Avenue / Temple Street (LOS D)
- Olive Street / First Street (LOS D)
- Olive Street / Fifth Street (LOS D)
- Hill Street / Second Street (LOS D)
- Hill Street / Fourth Street (LOS D)
- Broadway / Temple Street (LOS D)
- Figueroa Street / Third Street (LOS E)
- Grand Avenue / First Street (LOS E)
- Hill Street / First Street (LOS E)
- Broadway / First Street (LOS E)
- Hope Street / Temple St. / US-101 Ramps)(LOS F)
- Grand Avenue / US-101 / I-110 Ramps (LOS F)
- Hill Street / Third Street (LOS F)

Ten of the seventeen impacted intersections would continue to operate at LOS D or better, with the Project. Four of the impacted intersections would operate at LOS E with the

Project, two of which would also operate at LOS E without the Project (Figueroa Street / Third Street, and Hill Street / First Street). Three intersections, Hope Street / Temple St. / US-101 Ramps, Grand Avenue / US-101 / I-110 Ramps, and Hill Street / Third Street would operate at LOS F with the Project, two of which would operate at LOS E without the Project and one (Hill Street / Third Street) would operate at LOS F without the Project.

### **Future With Project Intersection Service Levels – Project with Additional Residential Development Option**

To determine the total future intersection service levels, with the Project with Additional Residential Development Option, the Project's estimated trips are added to the future baseline condition without the Project according to the estimated distribution pattern. The resulting future, with Project, A.M. and P.M. peak hour intersection service levels are presented in Table 20 on page 272 and illustrated in Figure 6-1 in the Mobility Group Traffic Study (Appendix B of this Draft EIR.) Table 20 also compares the level of service for "Without Project" and "With Project" conditions, to illustrate the increase in V/C ratios at each intersection due to the Project with Additional Residential Development Option. Table 20 also indicates if the projected increase would be significant. As shown in Table 20, the Project with Additional Residential Development Option would result in a significant traffic impact at would result in a significant traffic impact at six intersections during the A.M. peak hour and sixteen intersections during the P.M. peak hour. The impacted intersections are listed below, with the resultant LOS in parentheses.

**A.M. Peak Hour Project Traffic Impacts.** As shown in Table 20, the Project with Office Building Option would result in a significant traffic impact at six intersections in the A.M. peak hour. The impacted intersections are as follows:

- Grand Avenue / First Street (LOS D)
- Hill Street / Temple Street (LOS D)
- Broadway / First Street (LOS D)
- Hope St / Temple St. / US-101 Ramps (LOS E)
- Hope Street / First Street (LOS E)
- Hill Street / Third Street (LOS E)

Table 20

## Intersection Level Of Service - Future With Project Conditions - Project with County Office Building Option

No.	Intersection	A.M. Peak Hour						P.M. Peak Hour					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Figueroa St. / Third St.	0.827	D	0.838	D	0.011	No	0.965	E	0.980	E	0.015	Yes
2	Figueroa St. / Fifth St.	0.487	A	0.493	A	0.006	No	0.781	C	0.790	C	0.009	No
3	Figueroa St. / Sixth St.	0.626	B	0.629	B	0.003	No	0.650	B	0.658	B	0.008	No
4	I-110 Off Ramp / Temple St.	0.398	A	0.400	A	0.002	No	0.409	A	0.412	A	0.003	No
5	Hope St. / Temple St. / US-101 Ramps	0.902	E	0.921	E	0.019	Yes	0.971	E	0.999	E	0.028	Yes
6	Hope St. / First St.	0.925	E	0.935	E	0.010	Yes	0.733	C	0.832	D	0.099	Yes
7	Hope St. / GTK Way / Second Place	0.420	A	0.452	A	0.032	No	0.776	C	0.845	D	0.069	Yes
8	Flower St. / Third St.	0.671	B	0.678	B	0.007	No	0.546	A	0.564	A	0.018	No
9	Flower St. / Fifth St.	0.439	A	0.449	A	0.010	No	0.517	A	0.529	A	0.012	No
10	Flower St. / Sixth St.	0.528	A	0.535	A	0.007	No	0.498	A	0.513	A	0.015	No
11	Grand Ave. / US-101 Ramps / I-110 Ramps	0.693	B	0.722	C	0.029	No	0.994	E	1.068	F	0.074	Yes
12	Grand Ave. / Temple St.	0.930	E	0.925	E	-0.005	No	0.844	D	0.877	D	0.033	Yes
13	Grand Ave. / First St.	0.791	C	0.817	D	0.026	Yes	0.850	D	0.890	D	0.040	Yes
14	Grand Ave. / Upper Second St.	0.537	A	0.680	B	0.143	No	0.504	A	0.714	C	0.210	Yes
15	Grand Ave. / Fifth St.	0.487	A	0.503	A	0.016	No	0.565	A	0.588	A	0.023	No
16	Olive St. / First St.	0.531	A	0.600	A	0.069	No	0.627	B	0.753	C	0.126	Yes
17	Olive St. / Second St.	0.283	A	0.386	A	0.103	No	0.406	A	0.599	A	0.193	No
18	Olive St. / Fourth St.	0.437	A	0.491	A	0.054	No	0.653	B	0.743	C	0.090	Yes
19	Olive St. / Fifth St.	0.623	B	0.661	B	0.038	No	0.812	D	0.851	D	0.039	Yes
20	Olive St. / Sixth St.	0.402	A	0.412	A	0.010	No	0.486	A	0.513	A	0.027	No
21	Hill St. / Temple St.	0.762	C	0.811	D	0.049	Yes	0.933	E	0.938	E	0.005	No
22	Hill St. / First St.	0.744	C	0.760	C	0.016	No	0.911	E	0.941	E	0.030	Yes
23	Hill St. / Second St.	0.765	C	0.792	C	0.027	No	0.679	B	0.803	D	0.124	Yes

Table 20 (Continued)

## Intersection Level Of Service - Future With Project Conditions - Project with County Office Building Option

No.	Intersection	A.M. Peak Hour						P.M. Peak Hour					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
24	Hill St. / Third St.	0.968	E	0.986	E	0.018	Yes	1.018	F	1.050	F	0.032	Yes
25	Hill St. / Fourth St.	0.518	A	0.543	A	0.025	No	0.760	C	0.802	D	0.042	Yes
26	Hill St. / Sixth St.	0.457	A	0.467	A	0.010	No	0.586	A	0.603	B	0.017	No
27	Broadway / Temple St.	0.858	D	0.867	D	0.009	No	0.834	D	0.866	D	0.032	Yes
28	Broadway / First St.	0.824	D	0.863	D	0.039	Yes	0.841	D	0.918	E	0.077	Yes
29	Broadway / Second St.	0.613	B	0.617	B	0.004	No	0.748	C	0.767	C	0.019	No
30	Broadway / Fourth St.	0.474	A	0.490	A	0.016	No	0.646	B	0.667	B	0.021	No
31	Spring St. / First St.	0.592	A	0.610	B	0.018	No	0.582	A	0.611	B	0.029	No
32	Spring St. / Second St.	0.609	B	0.612	B	0.003	No	0.509	A	0.518	A	0.009	No

Source: *The Mobility Group, April 2006*

Three of the six impacted intersections would continue to operate at LOS D with the Project. The remaining three impacted intersections would operate at LOS E, all of which would also operate at LOS E without the Project.

**P.M. Peak Hour Traffic Impacts.** As shown in Table 20, the Project would result in a significant traffic impact at seventeen intersections in the P.M. peak hour. The impacted intersections are as follows:

- Grand Avenue / Upper Second Street (LOS C)
- Olive Street / First Street (LOS C)
- Olive Street / Fourth Street (LOS C)
- Hope Street / First Street (LOS D)
- Hope Street / GTK Way / Second Place (LOS D)
- Grand Avenue / Temple Street (LOS D)
- Grand Avenue / First Street (LOS D)
- Olive Street / Fifth Street (LOS D)
- Hill Street / Second Street (LOS D)
- Hill Street / Fourth Street (LOS D)
- Broadway / Temple Street (LOS D)
- Figueroa Street / Third Street (LOS E)
- Hope St / Temple St. / US-101 Ramps (LOS E)
- Hill Street / First Street (LOS E)
- Grand Avenue / US-101 / I-110 Ramps (LOS F)
- Hill Street / Third Street (LOS F)

Eleven of the seventeen impacted intersections would continue to operate at LOS D or better, with the Project. Four of the impacted intersections would operate at LOS E with the Project, three of which would also operate at LOS E without the Project (Figueroa Street / Third

Street, Hope St / Temple St. / US-101 Ramps, and Hill Street / First Street). Two intersections, Grand Avenue / US-101 / I-110 Ramps, and Hill Street / Third Street would operate at LOS F with the Project, one of which (Grand Avenue / US-101 / I-110 Ramps) would operate at LOS E without the Project and one (Hill Street / Third Street) would operate at LOS F without the Project.

### **Civic Park Activities**

The activities that could occur in the Civic Park were described in Section II, Project Description, of this Draft I. Many of the uses would occur outside the regular peak traffic hours and would not occur on a daily basis. Instead, many would occur intermittently and on an irregular basis. For these reasons they could not be included in the peak hour traffic analyses. Nevertheless, the following analysis provides an evaluation of the likely types of activities in the Civic Park and the associated potential traffic and parking impacts.

### **Typical Day-to Day Activity**

Typically, day-to-day use of the park would take place by people already in the downtown area, namely, residents of the Bunker Hill area, employees in the Civic Center and Bunker Hill areas, and visitors to such Civic Center and Bunker Hill uses as the Kenneth Hahn Hall of Administration and County Court buildings, Los Angeles City Hall, the Cathedral of Our Lady of the Angels, the Music Center, the Walt Disney Concert Hall, and the Museum of Contemporary Art. Such day-to-day uses would include people walking and strolling in the park, enjoying the gardens, and lunching in the park, as well as activities focused on the local population – such as convenient seating (for reading areas and with Wi-Fi access), food kiosks, board and lawn games, and similar activities. As these users would already be in the area for other reasons, i.e. living, working, or visiting, and would already have already parked their car, they would walk to the Civic Park and not cause any new vehicle trips. This would also apply to smaller events that may occur or be programmed on a regular basis, such as small concerts, cultural programs, local art programs, and corporate events (such as product launches), which would primarily be targeted to the local downtown population.

In addition to these typical users, there would be users of the Civic Park who would not be in the downtown area for some other reason or activity. However, these users typically would not drive to engage in activities in the Civic Park during the peak hours because of conflicts with other daily routines such as daily work schedules and not wanting to drive in heavy peak period traffic. Accordingly, new additional vehicle trips by these users during the peak traffic hours would be unlikely. For all of these reasons, the vast majority of users of the Park would not generate new trips during the peak hours to the Civic Park.



Therefore, the regular day-to-day activities in the Civic Park would not cause significant traffic impacts. Similarly, because these typical day-to-day visitors to the Civic Park would have already parked somewhere else, there would be no new significant parking demand impacts.

### **Weekly, Periodic and Seasonal Events**

The Project also anticipates the programming of regular weekly, periodic, or seasonal events in the Civic Park. These could include a wide variety of events such as book fairs, arts/antiques fairs, and concerts. These events would most typically occur at lunchtime (most likely targeted to the local downtown population), evenings (usually starting between 7:00 P.M. and 8:00 P.M. ) and on weekends. Trips to and from such events, which could involve vehicle trips because people may arrive from outside downtown, would typically occur outside the peak roadway traffic hours. Since background roadway traffic volumes would be much lower than during peak hours, significant traffic impacts would not be expected due to such events. Similarly, during evenings and weekends, there would be a plentiful supply of parking available, such as the County Mall garage, the Court of Flags garage, other Bunker Hill garages, and surface lots that are currently unused during those times.

However, there may be times when such events might start earlier in the evening, or might be associated with concerts/programs at the Music Center and the Walt Disney Concert Hall. Such events could result in patrons traveling during the P.M. peak hour. For example, event patrons might arrive early to have dinner prior to an evening program. The number of times that such events would occur, and the number of people who would attend, is unknown at this early stage of planning for the Civic Park. For the purpose of evaluating potential impacts, the following estimates were made.

It is anticipated that such periodic weeknight events may occur once every other week or approximately 26 times a year. The size of those events could range from small (average of about 500 people) to medium (average of about 1,000 people) to large (average of about 3,500 people). It is anticipated that one-third of the events would be small, one-third would be medium, and one-third would be large events. While the medium and large events may worsen traffic conditions in the P.M. peak hour, the number of such events would be infrequent and would not occur on a regular basis. Yet, although such a traffic impact would be temporary in nature, traffic impacts may, on occasion, be significant in magnitude.

### **Annual Events, Festivals and Holiday Events**

Annual events, festivals, and holiday events would be programmed in the Civic Park on a generally irregular basis, and would typically occur on public holidays, on weekends, or in the evenings (i.e., outside daily peak hours, when traffic volumes are much lower than during peak

hours). Therefore, such special events would not be expected to cause significant traffic impacts. It is expected that very large events such as festivals and holiday events would be managed in the same way as similar events (such as sports team celebrations, holiday festivals, etc.) are currently managed by the City; that is, on a case-by-case basis with specific event planning coordination with City Departments. The operator of the County-owned Civic Park would coordinate with the County, City, and other appropriate agencies on a case-by-case basis for such events.

Such events would potentially have temporary and short-term (one-time) traffic impacts. These would typically be addressed, at the discretion of the Los Angeles Department of Transportation (LADOT) or other appropriate agencies, by the preparation of special traffic management and controls plans on a temporary basis, as are currently prepared for special events as deemed necessary by LADOT. Such plans would reduce and minimize traffic impacts. Given the traffic management controls in such plans, the temporary and infrequent nature of such events, and the general acceptance of the public of some level of traffic congestion and vehicle delays in arriving at or departing from successful special events, there generally should be no significant traffic impacts. However, on occasion, the size of the event and other factors may cause traffic impacts to be significant.

## **(ii) Driveway Access**

### **Project with County Office Building Option**

Driveway access capacity for the Project with County Office Building Option during the A.M. and P.M. peak hours is presented, respectively, in Table 21 on page 278. As shown in Table 21, virtually all Project with County Office Building Option driveway intersection approaches would operate at LOS C or better, with many driveways operating at LOS A or LOS B. No driveway intersection approach would operate at worse than LOS D. It is, therefore, concluded that the Project would not cause any significant traffic impacts at Project driveway locations. In the prior discussion of the proposed conceptual driveway locations, nine of the ten principal driveway locations would be at mid-block locations. Therefore, these intersections would be located at locations with good visibility for both drivers and pedestrians and well away from adjacent intersections. One driveway location, on Upper Second Street for the hotel valet exit traffic on Parcel Q, would be located closer to Grand Avenue than mid-block. However, this would be an exit-only driveway, for hotel valet vehicles only, and would be sufficiently distant from the intersection (approximately 90 feet), to afford good visibility. Specific design details of the Project driveways are not available at this early stage of Project planning. However, all driveways would be perpendicular to the roadway and are proposed with standard curb-cuts and designs and would, thus, afford good visibility to drivers and pedestrians. All Project driveways would be designed in accordance with LADOT standards and approvals. Since intersections at the primary access locations would not operate at LOS F during the A.M. and P.M. peak hours and would not affect the visibility of pedestrians, bicyclists, or other vehicles so as to create

Table 21

## Driveway Service Levels - Project with County Office Building Option

Parcel	Driveway		Future With Project A.M. Peak Hour		Future With Project P.M. Peak Hour	
			Delay (secs)	LOS	Delay (secs)	LOS
Q	First Street Driveway	NB Right Turn	11.7	B	12.5	B
		NB Approach	11.7	B	12.5	B
		<b>Worst Case LOS</b>	<b>11.7</b>	<b>B</b>	<b>12.5</b>	<b>B</b>
Q	Upper Second St. Driveway (Mid block)	EB Left Turn	7.9	A	8.7	A
		SB Approach	9.8	A	11.4	B
		<b>Worst Case LOS</b>	<b>9.8</b>	<b>A</b>	<b>11.4</b>	<b>B</b>
Q	Upper Second St. Driveway (Closer to Grand Ave.)	SB Right Turn	9.3	A	10.4	B
		SB Approach	9.3	A	10.4	B
		<b>Worst Case LOS</b>	<b>9.3</b>	<b>A</b>	<b>10.4</b>	<b>B</b>
Q / W	Olive St. Driveway	NB Left Turn	8.9	A	9.1	A
		EB Right Turn	10.8	B	13.0	B
		WB Right Turn	10.3	B	21.0	C
		EB Approach	10.8	B	13.0	B
		WB Approach	10.3	B	21.0	C
		<b>Worst Case LOS</b>	<b>10.8</b>	<b>B</b>	<b>21.0</b>	<b>C</b>
W	Hill St. Driveway	NB Left Turn	19.4	C	13.2	B
		EB Right Turn	15.3	C	19.7	C
		EB Approach	15.3	C	19.7	C
		<b>Worst Case LOS</b>	<b>19.4</b>	<b>C</b>	<b>19.7</b>	<b>C</b>
W	Upper Second St. Driveway	SB Right Turn	11.2	B	10.3	B
		SB Approach	11.2	B	10.3	B
		<b>Worst Case LOS</b>	<b>11.2</b>	<b>B</b>	<b>10.3</b>	<b>B</b>
L / M2	Upper Second St. Driveway	NB Left Turn	11.0	B	16.4	C
		NB Right Turn	8.8	A	9.2	A
		WB Left Turn	7.4	A	7.8	A
		NB Approach	9.4	A	11.4	B
		<b>Worst Case LOS</b>	<b>9.4</b>	<b>A</b>	<b>11.4</b>	<b>B</b>
L / M2	GTK Driveway	NB Left Turn	13.2	B	17.9	C
		NB Right Turn	9.2	A	8.7	A
		SB Left Turn	13.4	B	33.7	D
		SB Right Turn	9.4	A	12.5	A
		EB Left Turn	7.9	A	10.7	B
		WB Left Turn	7.8	A	7.5	A
		NB Approach	11.4	B	14.1	B
		SB Approach	11.1	B	21.8	C
		<b>Worst Case LOS</b>	<b>11.4</b>	<b>B</b>	<b>21.8</b>	<b>C</b>

Source: The Mobility Group, 2006

hazardous conditions, traffic impacts associated with the proposed driveway access locations are concluded to be less than significant.

### **Project with Additional Residential Development Option**

Driveway access capacity for the Project with Additional Residential Development Option during the A.M. and P.M. peak hours is presented in Table 22 on page 280. As shown in Table 22 virtually all Project with Additional Residential Development Option driveway intersection approaches would operate at LOS C or better, with many driveways operating at LOS A or LOS B. No driveway intersection approach would operate at worse than LOS D. Driveway locations would be identical to the Project with County Office Building Option. Therefore, based on the same analysis, it is concluded that the Project with Additional Residential Development Option would not cause any significant traffic impacts at proposed driveway locations.

### **(iii) CMP Regional Highways**

#### **Project with County Office Building Option**

The distribution of the Project with County Office Building Option's traffic to the freeway systems during the A.M. and P.M. peak hours is presented in Tables 23 and 24 on pages 278 and 282, respectively. As shown in Tables 23 and 24, the Project with County Office Building Option would add more trips to the freeway system in the P.M. peak hour than in the A.M. peak hour. Because of the numerous freeways, freeway ramps, and access routes serving the Project site and the downtown area, Project trips would be dispersed over these multiple routes. The highest Project trips would occur on the US-101 Hollywood Freeway between Grand Avenue and Hill Street, on the US-101 Hollywood Freeway north of Vignes Street, and on the SR-110 Harbor Freeway between Olympic Boulevard and Pico Boulevard. The Project would add between 155 and 170 peak direction trips during the P.M. peak hour at these three locations.

However, the impact of the added Project trips would not change the level of service at any of the analyzed locations, and the incremental increase in the D/C ratio would be less than significant at all locations, as also shown in Tables 23 and 24, with two exceptions in the P.M. peak hour. The Project would cause an incremental increase in the D/C ratio of 0.021 at the US-101 Hollywood Freeway between Grand Avenue and Hill Street, and an incremental increase of in the D/C ratio of 0.020 at the US-101 Hollywood Freeway north of Vignes Street, both in the P.M. peak hour. As these would be at, or very slightly above, the threshold of significance, it is concluded that the Project with County Office Building Option would cause two significant traffic impacts on the freeway system, one of which would occur at a CMP monitoring location (US-101 Hollywood Freeway north of Vignes Street).

Table 22

## Driveway Service Levels Project with Additional Residential Development Option

Parcel	Driveway		Future With Project A.M. Peak Hour		Future With Project P.M. Peak Hour	
			Delay (secs)	LOS	Delay (secs)	LOS
Q	First Street Driveway	NB Right Turn	11.8	B	12.8	B
		NB Approach	11.8	B	12.8	B
		<b>Worst Case LOS</b>	<b>11.8</b>	<b>B</b>	<b>12.8</b>	<b>B</b>
Q	Upper Second St. Driveway (Mid block)	EB Left Turn				
		SB Approach	8.0	A	8.8	A
		<b>Worst Case LOS</b>	<b>10.0</b>	<b>A</b>	<b>11.7</b>	<b>B</b>
Q	Upper Second St. Driveway (Closer to Grand Ave.)	SB Right Turn	10.0	A	11.7	B
		SB Approach				
		<b>Worst Case LOS</b>	<b>9.5</b>	<b>A</b>	<b>10.7</b>	<b>B</b>
Q / W	Olive St. Driveway	NB Left Turn	9.5	A	10.7	B
		EB Right Turn	9.5	A	10.7	B
		WB Right Turn				
		EB Approach	9.2	A	9.2	A
		WB Approach	11.1	B	13.2	B
		<b>Worst Case LOS</b>	<b>9.8</b>	<b>A</b>	<b>15.0</b>	<b>B</b>
W	Hill St. Driveway	NB Left Turn	11.1	B	13.2	B
		EB Right Turn	9.8	A	15.0	B
		EB Approach	11.1	B	15.0	B
		<b>Worst Case LOS</b>				
W	Upper Second St. Driveway	SB Right Turn	14.7	B	13.2	B
		SB Approach	14.0	B	13.8	B
		<b>Worst Case LOS</b>	<b>14.0</b>	<b>B</b>	<b>13.8</b>	<b>B</b>
L / M2	Upper Second St. Driveway	NB Left Turn	14.7	B	13.8	B
		NB Right Turn				
		WB Left Turn	12.1	B	10.9	B
		NB Approach	12.1	B	10.9	B
		<b>Worst Case LOS</b>	<b>12.1</b>	<b>B</b>	<b>10.9</b>	<b>B</b>
L / M2	GTK Driveway	NB Left Turn				
		NB Right Turn	11.1	B	17.3	C
		SB Left Turn	8.8	A	9.3	A
		SB Right Turn	7.4	A	7.9	A
		EB Left Turn	9.4	A	11.8	B
		WB Left Turn	9.4	A	11.8	B
		NB Approach				
		SB Approach	13.2	B	18.0	C
		<b>Worst Case LOS</b>	<b>9.2</b>	<b>A</b>	<b>8.7</b>	<b>A</b>

Source: The Mobility Group, 2006

Table 23

## Freeway Impact Analysis – A.M. Peak Hour - Project with County Office Building Option

No.	Freeway Segments	CMP Location	DIR	Existing (2006)				Cumulative (2015) Base				Project Trips	Cumulative + Project (2015)				Change in D/C	Significant Impact
				Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS		Demand	Capacity	D/C	LOS		
1	I-10 at Budlong Ave. <sup>a</sup>	Yes	EB	17,350	12,500	1.388	F(2)	19,165	12,500	1.533	F(3)	83	19,248	12,500	1.540	F(3)	0.007	No
			WB	18,620	12,500	1.490	F(3)	20,568	12,500	1.645	F(3)	55	20,623	12,500	1.650	F(3)	0.004	No
2	I - 10 East of Los Angeles Street <sup>b</sup>	No	EB	6,490	8,000	0.811	D	7,169	8,000	0.896	D	0	7,169	8,000	0.896	D	0.000	No
			WB	8,600	8,000	1.075	F(0)	9,500	8,000	1.187	F(0)	0	9,500	8,000	1.187	F(0)	0.000	No
3	I - 10 at East Los Angeles City Limit <sup>a</sup>	Yes	EB	6,750	12,000	0.563	C	7,456	12,000	0.621	C	23	7,479	12,000	0.623	C	0.002	No
			WB	11,325	12,000	0.944	E	12,510	12,000	1.042	F(0)	31	12,541	12,000	1.045	F(0)	0.003	No
4	US - 101 south of Santa Monica Blvd. <sup>a</sup>	Yes	NB	7,145	8,000	0.893	D	7,893	8,000	0.987	E	50	7,943	8,000	0.993	E	0.006	No
			SB	11,100	8,000	1.388	F(2)	12,261	8,000	1.533	F(3)	74	12,335	8,000	1.542	F(3)	0.009	No
5	US - 101 from Alvarado St. to Glendale Blvd. <sup>b</sup>	No	NB	7,776	8,000	0.972	E	8,590	8,000	1.074	F(0)	43	8,633	8,000	1.079	F(0)	0.005	No
			SB	8,773	8,000	1.097	F(0)	9,691	8,000	1.211	F(0)	74	9,765	8,000	1.221	F(0)	0.009	No
6	US - 101 Grand Ave. to Hill St. <sup>b</sup>	No	NB	7,446	8,000	0.931	E	8,225	8,000	1.028	F(0)	6	8,231	8,000	1.029	F(0)	0.001	No
			SB	5,185	8,000	0.648	C	5,727	8,000	0.716	C	136	5,863	8,000	0.733	C	0.017	No
7	US - 101 north of Vignes St. <sup>a</sup>	Yes	NB	13,872	10,000	1.387	F(2)	15,323	10,000	1.532	F(3)	96	15,419	10,000	1.542	F(3)	0.010	No
			SB	5,333	8,000	0.667	C	5,891	8,000	0.736	C	73	5,964	8,000	0.745	C	0.009	No
8	SR - 110 from Solano to Hill St. / Stadium Way <sup>b</sup>	No	NB	4,623	6,000	0.771	D	5,107	6,000	0.851	D	51	5,158	6,000	0.860	D	0.008	No
			SB	7,314	6,000	1.219	F(0)	8,079	6,000	1.347	F(1)	73	8,152	6,000	1.359	F(2)	0.012	No
9	SR - 110 at Alpine St. <sup>a</sup>	Yes	NB	4,710	6,000	0.785	D	5,203	6,000	0.867	D	38	5,241	6,000	0.873	D	0.006	No
			SB	8,407	6,000	1.401	F(2)	9,287	6,000	1.548	F(3)	55	9,342	6,000	1.557	F(3)	0.009	No
10	SR - 110 south of US - 101 <sup>a</sup>	Yes	NB	8,283	8,000	1.035	F(0)	9,150	8,000	1.144	F(0)	21	9,171	8,000	1.146	F(0)	0.003	No
			SB	11,131	8,000	1.391	F(2)	12,296	8,000	1.537	F(3)	19	12,315	8,000	1.539	F(3)	0.002	No
11	SR - 110 from Olympic Blvd. to Pico Blvd. <sup>b</sup>	No	NB	6,848	8,000	0.856	D	7,564	8,000	0.946	E	108	7,672	8,000	0.959	E	0.014	No
			SB	10,833	8,000	1.354	F(2)	11,966	8,000	1.496	F(3)	73	12,039	8,000	1.505	F(3)	0.009	No
12	SR - 110 at Slauson Ave. <sup>a</sup>	Yes	NB	11,321	8,000	1.415	F(2)	12,505	8,000	1.563	F(3)	83	12,588	8,000	1.574	F(3)	0.010	No
			SB	9,275	8,000	1.159	F(0)	10,245	8,000	1.281	F(1)	57	10,302	8,000	1.288	F(1)	0.007	No
13	SR - 60 at Indiana Street <sup>a</sup>	Yes	EB	5,090	12,000	0.424	B	5,623	12,000	0.469	B	23	5,646	12,000	0.470	B	0.002	No
			WB	16,650	12,000	1.388	F(2)	18,392	12,000	1.533	F(3)	31	18,423	12,000	1.535	F(3)	0.003	No
14	I - 5 north of Stadium Way <sup>a</sup>	Yes	NB	9,390	10,000	0.939	E	10,372	10,000	1.037	F(0)	25	10,397	10,000	1.040	F(0)	0.003	No
			SB	13,875	10,000	1.388	F(2)	15,327	10,000	1.533	F(3)	36	15,363	10,000	1.536	F(3)	0.004	No

## Notes:

<sup>a</sup> Existing demand (factored from 2003 to 2005 conditions) and capacity obtained from LACMTA "2004 Congestion Management Program for Los Angeles County".

<sup>b</sup> Existing demand (factored from 2004 to 2005 conditions) from Caltrans " 2004 California State Highway Traffic Volumes". Existing capacity calculated using 2000 vehicles per lane.

Source: The Mobility Group, 2006

Table 24

## Freeway Impact Analysis – P.M. Peak Hour - Project with County Office Building Option

No.	Freeway Segments	CMP	DIR	Existing (2005)				Cumulative (2015) Base				Project Trips	Cumulative + Project (2015)				Change in D/C	Significant Impact
				Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS		Demand	Capacity	D/C	LOS		
1	I-10 at Budlong Ave. <sup>a</sup>	Yes	EB	18,620	12,500	1.490	F(3)	20,568	12,500	1.645	F(3)	101	20,669	12,500	1.654	F(3)	0.008	No
			WB	18,620	12,500	1.490	F(3)	20,568	12,500	1.645	F(3)	118	20,686	12,500	1.655	F(3)	0.009	No
2 3	I - 10 East of Los Angeles Street <sup>b</sup>	No	EB	9,020	8,000	1.128	F(0)	9,964	8,000	1.245	F(0)	0	9,964	8,000	1.245	F(0)	0.000	No
			WB	7,080	8,000	0.885	D	7,821	8,000	0.978	E	0	7,821	8,000	0.978	E	0.000	No
	I - 10 at East Los Angeles City Limit <sup>a</sup>	Yes	EB	12,365	12,000	1.030	F(0)	13,659	12,000	1.138	F(0)	50	13,709	12,000	1.142	F(0)	0.004	No
			WB	9,055	12,000	0.755	C	10,002	12,000	0.834	D	38	10,040	12,000	0.837	D	0.003	No
4	US - 101 south of Santa Monica Blvd. <sup>a</sup>	Yes	NB	11,100	8,000	1.388	F(2)	12,261	8,000	1.533	F(3)	106	12,367	8,000	1.546	F(3)	0.013	No
			SB	10,280	8,000	1.285	F(1)	11,356	8,000	1.419	F(2)	90	11,446	8,000	1.431	F(2)	0.011	No
5	US - 101 from Alvarado St. to Glendale Blvd. <sup>b</sup>	No	NB	7,623	8,000	0.953	E	8,421	8,000	1.053	F(0)	91	8,512	8,000	1.064	F(0)	0.011	No
			SB	8,104	8,000	1.013	F(0)	8,952	8,000	1.119	F(0)	90	9,042	8,000	1.130	F(0)	0.011	No
6	US - 101 Grand Ave. to Hill St. <sup>b</sup>	No	NB	5,951	8,000	0.744	C	6,574	8,000	0.822	D	85	6,659	8,000	0.832	D	0.011	No
			SB	7,830	8,000	0.979	E	8,649	8,000	1.081	F(0)	170	8,819	8,000	1.102	F(0)	0.021	Yes
7	US - 101 north of Vignes St. <sup>a</sup>	Yes	NB	6,693	10,000	0.669	C	7,393	10,000	0.739	C	118	7,511	10,000	0.751	C	0.012	No
			SB	11,099	8,000	1.387	F(2)	12,260	8,000	1.533	F(3)	156	12,416	8,000	1.552	F(3)	0.020	Yes
8	SR - 110 from Solano to Hill St. / Stadium Way <sup>b</sup>	No	NB	5,213	6,000	0.869	D	5,758	6,000	0.960	E	108	5,866	6,000	0.978	E	0.018	No
			SB	6,231	6,000	1.039	F(0)	6,883	6,000	1.147	F(0)	89	6,972	6,000	1.162	F(0)	0.015	No
9	SR - 110 at Alpine St. <sup>a</sup>	Yes	NB	9,026	6,000	1.504	F(3)	9,970	6,000	1.662	F(3)	81	10,051	6,000	1.675	F(3)	0.013	No
			SB	8,407	6,000	1.401	F(2)	9,287	6,000	1.548	F(3)	67	9,354	6,000	1.559	F(3)	0.011	No
10	SR - 110 south of US - 101 <sup>a</sup>	Yes	NB	12,007	8,000	1.501	F(3)	13,263	8,000	1.658	F(3)	31	13,294	8,000	1.662	F(3)	0.004	No
			SB	11,131	8,000	1.391	F(2)	12,296	8,000	1.537	F(3)	38	12,334	8,000	1.542	F(3)	0.005	No
11	SR - 110 from Olympic Blvd. to Pico Blvd. <sup>b</sup>	No	NB	7,722	8,000	0.965	E	8,530	8,000	1.066	F(0)	131	8,661	8,000	1.083	F(0)	0.016	No
			SB	9,231	8,000	1.154	F(0)	10,197	8,000	1.275	F(1)	155	10,352	8,000	1.294	F(1)	0.019	No
12	SR - 110 at Slauson Ave. <sup>a</sup>	Yes	NB	8,550	8,000	1.069	F(0)	9,445	8,000	1.181	F(0)	101	9,546	8,000	1.193	F(0)	0.013	No
			SB	12,155	8,000	1.519	F(3)	13,427	8,000	1.678	F(3)	121	13,548	8,000	1.693	F(3)	0.015	No
13	SR - 60 at Indiana Street <sup>a</sup>	Yes	EB	15,425	12,000	1.285	F(1)	17,039	12,000	1.420	F(2)	50	17,089	12,000	1.424	F(2)	0.004	No
			WB	6,445	12,000	0.537	B	7,119	12,000	0.593	C	38	7,157	12,000	0.596	C	0.003	No
14	I - 5 north of Stadium Way <sup>a</sup>	Yes	NB	12,855	10,000	1.286	F(1)	14,200	10,000	1.420	F(2)	54	14,254	10,000	1.425	F(2)	0.005	No
			SB	10,560	10,000	1.056	F(0)	11,665	10,000	1.166	F(0)	44	11,709	10,000	1.171	F(0)	0.004	No

## Notes:

<sup>a</sup> Existing demand (factored from 2003 to 2005 conditions) and capacity obtained from LACMTA "2004 Congestion Management Program for Los Angeles County".

<sup>b</sup> Existing demand (factored from 2004 to 2005 conditions) from Caltrans "2004 California State Highway Traffic Volumes". Existing capacity calculated using 2000 vehicles per lane.

Source: The Mobility Group, 2006

Also as shown in Tables 23 and 24, the impact of the added Project trips would not change the level of service at any of the analyzed locations, and the incremental increase in the D/C ratio would be less than significant at all locations. Since the Project would not increase D/C ratios on a freeway segment by 2 percent or more, it is concluded that impacts associated with the freeway system would be less than significant.

### **Project with Additional Residential Development Option**

The impact of the Project with Additional Residential Development Option on the freeway system (including both CMP and non-CMP locations) are shown in Table 25 on page 284 for the A.M. peak hour and Table 26 on page 285 for the P.M. peak hour.

The number of Project with Additional Residential Development Option vehicle trips expected to pass through the four CMP monitoring locations closest to the Project was estimated based on the Project with Additional Residential Development Option trip distribution and trip generation. This analysis indicates that the highest number of trips at the CMP locations closest to the Project site in either peak hour (in either direction) would be 90 trips in the P.M. peak hour on the US-101 south of Santa Monica Boulevard, 67 trips in the P.M. peak hour on SR-110 at Alpine Street, 118 trips in the P.M. peak hour on US-110 north of Vignes Street, and 38 trips in the P.M. peak hour on SR-110 south of US-101.

The number of trips passing through CMP monitoring locations farther from the Project site, as shown in Tables 25 and 26, would range from 38 to 101 trips in the P.M. peak hour. The Project would thus add less than the CMP threshold of 150 or more trips in either direction at all CMP monitoring locations during A.M. and P.M. peak hours. No further CMP analysis is necessary according to the CMP guidelines. However, all the freeway analysis locations were investigated in the following analysis.

The impact of the Project with Additional Residential Development Option trips would not change the level of service at any of the analyzed locations, and the incremental increase in the D/C ratio would be less than significant at all locations, as also shown in Tables 25 and 26. It is concluded that the Project with Additional Residential Development Option would cause no significant traffic impacts on the freeway system.



Table 25

Freeway Impact Analysis – A.M. Peak Hour - Project with Additional Residential Development Option

No.	Freeway Segments	CMP Location	DIR	Existing (2006)				Cumulative (2015) Base				Project Trips	Cumulative + Project (2015)				Change in D/C	Significant Impact
				Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS		Demand	Capacity	D/C	LOS		
1	I-10 at Budlong Ave. <sup>1</sup>	Yes	EB	17,350	12,500	1.388	F(2)	19,165	12,500	1.533	F(3)	32	19,197	12,500	1.536	F(3)	0.003	No
			WB	18,620	12,500	1.490	F(3)	20,568	12,500	1.645	F(3)	58	20,626	12,500	1.650	F(3)	0.005	No
2	I - 10 East of Los Angeles Street <sup>2</sup>	No	EB	6,490	8,000	0.811	D	7,169	8,000	0.896	D	0	7,169	8,000	0.896	D	0.000	No
			WB	8,600	8,000	1.075	F(0)	9,500	8,000	1.187	F(0)	0	9,500	8,000	1.187	F(0)	0.000	No
3	I - 10 at East Los Angeles City Limit <sup>1</sup>	Yes	EB	6,750	12,000	0.563	C	7,456	12,000	0.621	C	25	7,481	12,000	0.623	C	0.002	No
			WB	11,325	12,000	0.944	E	12,510	12,000	1.042	F(0)	12	12,522	12,000	1.043	F(0)	0.001	No
4	US - 101 south of Santa Monica Blvd. <sup>1</sup>	Yes	NB	7,145	8,000	0.893	D	7,893	8,000	0.987	E	29	7,922	8,000	0.990	E	0.004	No
			SB	11,100	8,000	1.388	F(2)	12,261	8,000	1.533	F(3)	53	12,314	8,000	1.539	F(3)	0.007	No
5	US - 101 from Alvarado St. to Glendale Blvd. <sup>2</sup>	No	NB	7,776	8,000	0.972	E	8,590	8,000	1.074	F(0)	29	8,619	8,000	1.077	F(0)	0.004	No
			SB	8,773	8,000	1.097	F(0)	9,691	8,000	1.211	F(0)	45	9,736	8,000	1.217	F(0)	0.006	No
6	US - 101 Grand Ave. to Hill St. <sup>2</sup>	No	NB	7,446	8,000	0.931	E	8,225	8,000	1.028	F(0)	-5	8,220	8,000	1.028	F(0)	-0.001	No
			SB	5,185	8,000	0.648	C	5,727	8,000	0.716	C	76	5,803	8,000	0.725	C	0.010	No
7	US - 101 north of Vignes St. <sup>1</sup>	Yes	NB	13,872	10,000	1.387	F(2)	15,323	10,000	1.532	F(3)	38	15,361	10,000	1.536	F(3)	0.004	No
			SB	5,333	8,000	0.667	C	5,891	8,000	0.736	C	77	5,968	8,000	0.746	C	0.010	No
8	SR - 110 from Solano to Hill St. / Stadium Way <sup>2</sup>	No	NB	4,623	6,000	0.771	D	5,107	6,000	0.851	D	53	5,160	6,000	0.860	D	0.009	No
			SB	7,314	6,000	1.219	F(0)	8,079	6,000	1.347	F(1)	29	8,108	6,000	1.351	F(2)	0.005	No
9	SR - 110 at Alpine St. <sup>1</sup>	Yes	NB	4,710	6,000	0.785	D	5,203	6,000	0.867	D	40	5,243	6,000	0.874	D	0.007	No
			SB	8,407	6,000	1.401	F(2)	9,287	6,000	1.548	F(3)	22	9,309	6,000	1.551	F(3)	0.004	No
10	SR - 110 south of US - 101 <sup>1</sup>	Yes	NB	8,283	8,000	1.035	F(0)	9,150	8,000	1.144	F(0)	21	9,171	8,000	1.146	F(0)	0.003	No
			SB	11,131	8,000	1.391	F(2)	12,296	8,000	1.537	F(3)	13	12,309	8,000	1.539	F(3)	0.002	No
11	SR - 110 from Olympic Blvd. to Pico Blvd. <sup>2</sup>	No	NB	6,848	8,000	0.856	D	7,564	8,000	0.946	E	42	7,606	8,000	0.951	E	0.005	No
			SB	10,833	8,000	1.354	F(2)	11,966	8,000	1.496	F(3)	76	12,042	8,000	1.505	F(3)	0.010	No
12	SR - 110 at Slauson Ave. <sup>1</sup>	Yes	NB	11,321	8,000	1.415	F(2)	12,505	8,000	1.563	F(3)	32	12,537	8,000	1.567	F(3)	0.004	No
			SB	9,275	8,000	1.159	F(0)	10,245	8,000	1.281	F(1)	59	10,304	8,000	1.288	F(1)	0.007	No
13	SR - 60 at Indiana Street <sup>1</sup>	Yes	EB	5,090	12,000	0.424	B	5,623	12,000	0.469	B	25	5,648	12,000	0.471	B	0.002	No
			WB	16,650	12,000	1.388	F(2)	18,392	12,000	1.533	F(3)	12	18,404	12,000	1.534	F(3)	0.001	No
14	I - 5 north of Stadium Way <sup>1</sup>	Yes	NB	9,390	10,000	0.939	E	10,372	10,000	1.037	F(0)	26	10,398	10,000	1.040	F(0)	0.003	No
			SB	13,875	10,000	1.388	F(2)	15,327	10,000	1.533	F(3)	14	15,341	10,000	1.534	F(3)	0.001	No

<sup>a</sup> Existing demand (factored from 2003 to 2005 conditions) and capacity obtained from LACMTA "2004 Congestion Management Program for Los Angeles County".  
<sup>b</sup> Existing demand (factored from 2004 to 2005 conditions) from Caltrans "2004 California State Highway Traffic Volumes". Existing capacity calculated using 2000 vehicles per lane.  
 Source: The Mobility Group, 2006

Table 26

Freeway Impact Analysis – P.M. Peak Hour - Project with Additional Residential Development Option

No.	Freeway Segments	CMP Location	DIR	Existing (2005)				Cumulative (2015) Base				Project Trips	Cumulative + Project (2015)				Change in D/C	Significant Impact
				Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS		Demand	Capacity	D/C	LOS		
1	I-10 at Budlong Ave. 1	Yes	EB	18,620	12,500	1.490	F(3)	20,568	12,500	1.645	F(3)	101	20,669	12,500	1.654	F(3)	0.008	No
			WB	18,620	12,500	1.490	F(3)	20,568	12,500	1.645	F(3)	76	20,644	12,500	1.652	F(3)	0.006	No
2	I - 10 East of Los Angeles Street 2	No	EB	9,020	8,000	1.128	F(0)	9,964	8,000	1.245	F(0)	0	9,964	8,000	1.245	F(0)	0.000	No
			WB	7,080	8,000	0.885	D	7,821	8,000	0.978	E	0	7,821	8,000	0.978	E	0.000	No
3	I - 10 at East Los Angeles City Limit 1	Yes	EB	12,365	12,000	1.030	F(0)	13,659	12,000	1.138	F(0)	33	13,692	12,000	1.141	F(0)	0.003	No
			WB	9,055	12,000	0.755	C	10,002	12,000	0.834	D	38	10,040	12,000	0.837	D	0.003	No
4	US - 101 south of Santa Monica Blvd. 1	Yes	NB	11,100	8,000	1.388	F(2)	12,261	8,000	1.533	F(3)	69	12,330	8,000	1.541	F(3)	0.009	No
			SB	10,280	8,000	1.285	F(1)	11,356	8,000	1.419	F(2)	90	11,446	8,000	1.431	F(2)	0.011	No
5	US - 101 from Alvarado St. to Glendale Blvd. 2	No	NB	7,623	8,000	0.953	E	8,421	8,000	1.053	F(0)	60	8,481	8,000	1.060	F(0)	0.008	No
			SB	8,104	8,000	1.013	F(0)	8,952	8,000	1.119	F(0)	90	9,042	8,000	1.130	F(0)	0.011	No
6	US - 101 Grand Ave. to Hill St. 2	No	NB	5,951	8,000	0.744	C	6,574	8,000	0.822	D	73	6,647	8,000	0.831	D	0.009	No
			SB	7,830	8,000	0.979	E	8,649	8,000	1.081	F(0)	130	8,779	8,000	1.097	F(0)	0.016	No
7	US - 101 north of Vignes St. 1	Yes	NB	6,693	10,000	0.669	C	7,393	10,000	0.739	C	118	7,511	10,000	0.751	C	0.012	No
			SB	11,099	8,000	1.387	F(2)	12,260	8,000	1.533	F(3)	102	12,362	8,000	1.545	F(3)	0.013	No
8	SR - 110 from Solano to Hill St. / Stadium Way 2	No	NB	5,213	6,000	0.869	D	5,758	6,000	0.960	E	66	5,824	6,000	0.971	E	0.011	No
			SB	6,231	6,000	1.039	F(0)	6,883	6,000	1.147	F(0)	74	6,957	6,000	1.159	F(0)	0.012	No
9	SR - 110 at Alpine St. 1	Yes	NB	9,026	6,000	1.504	F(3)	9,970	6,000	1.662	F(3)	53	10,023	6,000	1.671	F(3)	0.009	No
			SB	8,407	6,000	1.401	F(2)	9,287	6,000	1.548	F(3)	67	9,354	6,000	1.559	F(3)	0.011	No
10	SR - 110 south of US - 101 1	Yes	NB	12,007	8,000	1.501	F(3)	13,263	8,000	1.658	F(3)	31	13,294	8,000	1.662	F(3)	0.004	No
			SB	11,131	8,000	1.391	F(2)	12,296	8,000	1.537	F(3)	38	12,334	8,000	1.542	F(3)	0.005	No
11	SR - 110 from Olympic Blvd. to Pico Blvd. 2	No	NB	7,722	8,000	0.965	E	8,530	8,000	1.066	F(0)	131	8,661	8,000	1.083	F(0)	0.016	No
			SB	9,231	8,000	1.154	F(0)	10,197	8,000	1.275	F(1)	101	10,298	8,000	1.287	F(1)	0.013	No
12	SR - 110 at Slauson Ave. 1	Yes	NB	8,550	8,000	1.069	F(0)	9,445	8,000	1.181	F(0)	101	9,546	8,000	1.193	F(0)	0.013	No
			SB	12,155	8,000	1.519	F(3)	13,427	8,000	1.678	F(3)	79	13,506	8,000	1.688	F(3)	0.010	No
13	SR - 60 at Indiana Street 1	Yes	EB	15,425	12,000	1.285	F(1)	17,039	12,000	1.420	F(2)	33	17,072	12,000	1.423	F(2)	0.003	No
			WB	6,445	12,000	0.537	B	7,119	12,000	0.593	C	38	7,157	12,000	0.596	C	0.003	No
14	I - 5 north of Stadium Way 1	Yes	NB	12,855	10,000	1.286	F(1)	14,200	10,000	1.420	F(2)	33	14,233	10,000	1.423	F(2)	0.003	No
			SB	10,560	10,000	1.056	F(0)	11,665	10,000	1.166	F(0)	37	11,702	10,000	1.170	F(0)	0.004	No

Notes:

<sup>a</sup> Existing demand (factored from 2003 to 2005 conditions) and capacity obtained from LACMTA "2004 Congestion Management Program for Los Angeles County".

<sup>b</sup> Existing demand (factored from 2004 to 2005 conditions) from Caltrans " 2004 California State Highway Traffic Volumes". Existing capacity calculated using 2000 vehicles per lane.

Source: The Mobility Group, 2006

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**(iv) CMP Transit****Project with County Office Building Option**

Table 27 on page 287 presents the transit trips that would be generated by the Project with County Office Building Option during the A.M. and P.M. peak hours.

As shown in Table 27, the Project with County Office Building Option would generate greater trips during the P.M. peak hour than during the A.M. peak hour, with approximately 935 transit trips generated by the Project during the P.M. peak hour. Of the total P.M. peak hour trips, approximately 661 trips would be outbound from the Project and approximately 274 trips would be inbound to the Project. The peak direction total of 661 trips would represent about 2.9 percent of the 23,140 person trip transit capacity directly serving the Project area, and about 1.8 percent of the total 36,000 person trip transit capacity serving the Bunker Hill/Civic Center area, including all rail service. Because Project trips would represent a very small proportion of the overall transit system capacity, it is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded and, therefore, the Project would result in less than significant impacts to the existing transit systems serving the Project area and downtown.

**Project with Additional Residential Development Option**

Table 28 on page 288 presents the transit trips that would be generated by the Project with County Office Building Option during the A.M. and P.M. peak hours.

As shown in Table 28, the Project with Additional Residential Development Option would generate greater trips during the P.M. peak hour than during the A.M. peak hour, with approximately 363 transit trips generated by the Project with Additional Residential Development Option during the P.M. peak hour. Of the total P.M. peak hour trips, approximately 163 trips would be outbound from the Project and approximately 200 trips would be inbound to the Project. The peak direction total of 200 trips would represent about 0.9 percent of the 23,140 person trip transit capacity directly serving the Project area, and about 0.6 percent of the total 36,000 person trip transit capacity serving the Bunker Hill/Civic Center area, including all rail service. Because Project trips would represent a very small proportion of the overall transit system capacity, it is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded and, therefore, the Project would result in less than significant impacts to the existing transit systems serving the Project area and downtown.

Table 27

## Transit Trips Generated by the Project with County Office Building Option

Land Use	Base (Unadjusted) Vehicle Trips <sup>a</sup>		Person Trips <sup>b</sup>		% By Transit <sup>c</sup>	Transit Trips					
	AM Peak	PM Peak	AM Peak	PM Peak		AM Peak Hour			PM Peak Hour		
	Hour	Hour	Hour	Hour		Total	In <sup>d</sup>	Out <sup>d</sup>	Total	In <sup>d</sup>	Out <sup>d</sup>
Condominiums	564	607	790	850	5%	40	8	32	42	26	16
Apartments	124	145	174	203	25%	44	11	33	51	31	20
Hotel	143	162	200	227	20%	40	24	16	45	24	21
Office	1,153	1,070	1,614	1,498	40%	646	575	71	599	90	509
Retail	599	2,110	839	2,954	5%	42	26	16	148	71	77
Restaurant	54	502	76	703	5%	4	2	2	35	24	11
Event Facility	0	18	0	25	5%	0	0	0	1	1	0
Health Club	61	203	85	284	5%	4	2	2	14	7	7
Total	2,698	4,817	3,777	6,744		820	648	172	935	274	661

<sup>a</sup> From trip generation tables in Appendix B.

<sup>b</sup> Conversion factor of 1.4 from vehicle trips to person trips, per CMP guidelines.

<sup>c</sup> From trip generation tables in Appendix B.

<sup>d</sup> In/out distribution from trip generation tables in Appendix B.

Source: The Mobility Group

Table 28

## Transit Trips Generated by the Project with Additional Residential Development Option

Land Use	Base (Unadjusted) Vehicle Trips <sup>a</sup>		Person Trips <sup>b</sup>		% By Transit <sup>c</sup>	Transit Trips					
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour		AM Peak Hour			PM Peak Hour		
						Total	In <sup>d</sup>	Out <sup>d</sup>	Total	In <sup>d</sup>	Out <sup>d</sup>
Condominiums	703	770	984	1,078	5%	49	9	40	54	33	21
Apartments	160	187	224	262	25%	56	14	42	66	40	26
Hotel	143	162	200	227	20%	40	24	16	45	24	21
Office	0	0	0	0	40%	0	0	0	0	0	0
Retail	599	2,110	839	2,954	5%	42	26	16	148	71	77
Restaurant	54	502	76	703	5%	4	2	2	35	24	11
Event Facility	0	18	0	25	5%	0	0	0	1	1	0
Health Club	61	203	85	284	5%	4	2	2	14	7	7
Total	1,720	3,952	2,408	5,533		195	77	118	363	200	163

<sup>a</sup> From trip generation tables in Appendix B.

<sup>b</sup> Conversion factor of 1.4 from vehicle trips to person trips, per CMP guidelines.

<sup>c</sup> From trip generation tables in Appendix B.

<sup>d</sup> In/out distribution from trip generation tables in Appendix B.

Source: The Mobility Group

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**(vi) Parking****Project with County Office Building Option**

The Project with County Office Building Option would provide at least 5,035 parking spaces in the development parcels, in below grade and/or above-grade parking garages. While the traffic report included as Appendix B to this EIR based its parking calculations for the Project's affordable housing units on the provisions of LAMC Section 12.22.A.25(d) (i.e., one parking space for each affordable housing unit), it should be noted that one of the discretionary approvals that Related may pursue in the future is a variance from that parking requirement. Any additional environmental analysis required for such a variance would be included in the Final EIR (if appropriate) or one of the additional environmental review documents described in State CEQA Guidelines 15162-15164.

An additional 983 parking spaces would be provided offsite for the County Office Building as part of their existing parking supply in the Civic Center area. A summary, comparing the Project's parking supply with Municipal Code and Advisory Agency parking requirements is presented in Table 29 on page 290.

The Parcel Q garage would provide approximately 1,510 total parking spaces. It would include 755 private residential parking spaces, comprised of 720 resident spaces and 35 guest parking spaces. This garage would also provide 755 public commercial parking spaces to serve all of the commercial (non-residential) uses. Within the garage there would be one level of parking at-grade (Olive Street level), one level above grade, and five levels below grade.

The Parcel W-1/W-2 garage would provide approximately 1,955 total parking spaces. It would include 1,070 private residential parking spaces, comprised of 1,020 resident spaces and 50 guest parking spaces. This garage would also provide 885 commercial parking spaces of which 681 spaces would be allocated to the County office tower and the remaining 204 spaces would be for the retail uses.

The Parcel L and M-2 garage would provide a total of 1,570 parking spaces. It would include 1,280 private residential parking spaces, comprised of 1,220 resident spaces and 60 guest parking spaces. This garage would also include 290 commercial parking spaces for the retail uses on the block.

Table 29

**Project with County Office Building Option  
Summary of Parking Requirements and Proposed Parking Supply**

Land Use	Parcel Q			Parcels W-1/W-2			Parcel L / M-2			Total		
	Parking Required	Parking Provided	Diff.	Parking Required	Parking Provided	Diff.	Parking Required	Parking Provided	Diff.	Parking Required	Parking Provided	Diff.
<b>As Per City Code Parking Requirement and CDP Advisory Agency AA-2000-1 <sup>a</sup></b>												
Residential	1,007	755	-252	1,421	1,070	-351	1,700	1,280	-420	4,121	3,105	-1,016
Commercial	429	755	326	755	885	130	101	290	189	1,285	1,930	645
Total	1,436	1,510	74	2,176	1,955	-221	1,801	1,570	-231	5,406	5,035	-371
<b>As Per City Code Parking Requirement <sup>b</sup></b>												
Residential	506	755	249	719	1,070	351	860	1,280	420	2,085	3,105	1,020
Commercial	429	745	326	755	885	130	101	290	189	1,246	1,930	645
Total	942	1,510	568	1,474	1,955	481	961	1,570	609	3,370	5,035	1,665

<sup>a</sup> Table A-1 Grand Avenue Implementation Plan - City Code Parking Requirement and CDP Advisory Agency AA-2000-1

<sup>b</sup> Table A-2 Grand Avenue Implementation Plan - City Code Parking Requirement

Source:

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### **City Planning Department Deputy Advisory Agency AA-2000-1 Residential Policy and Municipal Code Parking Requirements**

As shown in Table 29, the Project would provide 1,665 excess spaces compared to the requirements of the Municipal Code and 371 spaces less than the requirements of the Deputy Advisory Agency Residential Policy (DAARP) Advisory Agency. However, the Project would provide more commercial parking supply than required by code, and less residential supply than the overall Advisory Agency requirement.

In total, the Deputy Advisory Agency Residential Policy (DAARP) would require 4,121 residential parking spaces to be provided. The Project proposes to provide 3,105 residential spaces, which would be 1,016 less than the policy requirement (see the later discussion in this Chapter as to why the DAARP is not appropriate for projects in downtown). Also, in total, the City Code would require a total of 1,285 commercial parking spaces. The Project proposes to provide 1,930 commercial spaces, which would be 645 more than the Municipal Code requirement.

#### **Parcel Q**

The Deputy Advisory Agency Residential Policy (DAARP) would require 1,000 residential parking spaces for Parcel Q. The Project would provide 755 residential spaces, which would be 245 less than the DAARP policy requirement. The City Code would require 506 residential parking spaces for Parcel Q. The Project would provide 755 residential spaces, which would be 249 more than the code requirement. In addition, the City Code would require a total of 429 commercial parking spaces. The Project would provide 755 commercial spaces, which would be 326 more than the code requirement.

#### **Parcels W-1/W-2**

The DAARP would require 1,421 residential parking spaces for Parcels W-1/W-2. The Project proposes to provide 1,070 residential spaces, which would be 351 less than the DAARP policy requirement. The Municipal Code would require a total of 755 commercial parking spaces. The Project proposes to provide 885 commercial spaces, which would be 130 more than the code requirement. It is assumed that the Project would provide all of the 1.0 spaces per 1,000 square feet required for office parking on-site, required for office parking onsite.

#### **Parcels L and M-2**

The DAARP policy would require 1,700 residential parking spaces in Parcels L and M-2. The Project proposes to provide 1,280 residential spaces, which would be 420 less than the



policy requirement. The Municipal Code would require 860 residential parking spaces, which would be 420 less than the residential parking provided. In addition, the Municipal Code would require a total of 101 commercial parking spaces. The Project proposes to provide 290 commercial spaces, which would be 189 more than the code requirement.

### **Parking Requirements Conclusion**

The parking strategy for the Project is as follows:

- To provide sufficient parking for the Project's needs and for it to be competitive and viable in the market place;
- To not undermine transit goals and transit use by providing too much parking;
- To provide for an efficient parking supply that allows for shared parking between commercial uses and between different Project parcels within the Project, where feasible;
- To provide secure and dedicated parking for the residential uses, and for the County Office Building; and
- To provide sufficient parking to meet City Municipal Code requirements.

The proposed Project would provide 3,105 residential parking spaces compared to a code requirement of 2,092 spaces. It would also provide 1,930 commercial parking spaces compared to a code requirement of 1,285 spaces. Because the proposed Project parking supply will considerably exceed the code requirements, it is concluded that the Project is consistent with the Municipal Code requirements, and that there would be no significant parking impacts with respect to the Municipal Code requirements.

The Municipal Code would be the more appropriate criteria for determining parking need than the Advisory Agency policy, due to the Project's downtown location. The Project proposes to provide an overall ratio of 1.51 parking spaces per unit for condominiums and 1.12 spaces per unit for apartments. These ratios are based on a provision of 1 parking space per bedroom for condominiums, and on 1 parking space for a 1-bedroom apartment and 1.5 parking spaces for a 2-bedroom and 3-bedroom apartment. These ratios are consistent with recent experience with other built and planned residential projects in the downtown. Examples in which these ratios of parking per dwelling unit are implemented include: the Flower Street Lofts (condominiums), which has 91 units and 91 parking spaces (ratio of 1.0 spaces per unit); the Metropolitan Lofts (apartments) at Flower Street and 11th Street, which has 264 units and approximately 376 parking spaces (ratio of 1.4 spaces per unit); the Grand Avenue Lofts, which recently had its first

phase approved for 66 units and 66 parking spaces (ratio 1.0 spaces per unit); the Hanover Project, under construction at Figueroa Street and Olympic Boulevard, with 156 apartments and 228 parking spaces (ratio of 1.46 spaces per unit); the Eleven project, under construction at 11th and Grand, which has 417 condominiums units and 578 parking spaces (ratio of 1.37 spaces per unit in Phase I and 1.43 spaces per unit in Phase II); the recently approved Ninth and Figueroa Mixed Use Project, which has 620 units and 957 parking spaces (ratio of 1.52 spaces per unit); and the recently approved Figueroa South Project at Figueroa and 12th Street (condominiums) with 648 units and 900 parking spaces (ratio of 1.39 spaces per unit).

It is therefore concluded that the proposed Project's residential parking supply would be adequate and parking impacts would not be expected. However, because the proposed residential supply would be less than the Advisory Agency Policy requirements, a significant impact relative to the Deputy Advisory Agency Residential Policy would occur. The proposed Project would provide 3,105 residential parking spaces compared to a code requirement of 2,085 spaces. It would also provide 1,930 commercial parking spaces compared to a code requirement of 1,285 spaces. Because the proposed Project parking supply would considerably exceed the code requirements, it is concluded that the Project is consistent with the Municipal Code requirements, and that there would be no significant parking impacts are expected. While the proposed residential supply would be less than the Advisory Agency Policy requirements, the Project will seek an exception from that policy. With an exception, which would be granted after certification of the Final EIR by the Lead Agency, but concurrently with action on the entitlements requested from the City, there would be no significant residential parking impacts. However, until the exception is granted, the conservative position is that for the purposes of CEQA there would be a significant impact.

## **Parking Demand and Supply**

### **Residential Parking Demand**

Because the Project is located in downtown Los Angeles, residential parking demand will be lower than is typical for other (suburban) locations. The Project will be located directly adjacent to and near to major transit services serving the whole Los Angeles region. It will be close to multiple destinations within walking distance, including jobs (office buildings), housing, and entertainment uses. The Project will attract homeowners who are looking for an urban lifestyle – one where people can walk or use transit to get to many destinations, and thus have less of a need for a car. Nevertheless however, residents will still make some trips by car and will need to own cars, albeit at a less than typical level.

The Project proposes to provide an average of 1.51 spaces per dwelling unit for condominiums. This ratio is based on a provision of 1 parking space per bedroom for condominiums. As discussed in the preceding section, these supply ratios are consistent with

recent market experience of other built, under construction, or planned residential projects in the downtown. The Project also proposes to provide guest parking in addition to these resident supply ratios.

It is therefore concluded that the residential parking supply will be sufficient and there will be no significant parking demand impacts for the residential uses.

### **Commercial Parking Demand**

Parking Demand by Month of Year for each parcel in the Project with County Office Building Option, is shown in Table 30 on page 295. As shown in Table 30, the peak month of parking demand would occur in December for all three Project parcels. However there would be comparatively little variation by month of the year, with only about a 12 percent variation in total weekday demand during the year. The months of June and July will also have parking demand levels very similar to the peak month.

To provide for a conservative evaluation, the parking demand analysis factors in the peak month. However, because of the small amount of variation in monthly demand, the parking supply would be utilized to very similar levels at all times of the year, and a significant amount of unused parking spaces during “off-peak” months would not occur.

The parking demand analysis is further refined to account for time of day fluctuations and for shared parking opportunities. The results are summarized in Table 31 on page 296. Table 31 shows the estimated parking demand by time of day for each parcel and for the Project with County Office Building Option as a whole. The time of peak parking demand will vary by parcel, as it is a function of land use type – which varies by parcel.

### **Parcel Q**

The peak weekday parking demand – which is driven by the retail and restaurant uses - will be 982 spaces, and will occur during the evening. During the daytime, the highest parking demand will be 753 spaces and will occur just after midday. Weekend peak parking demand will be marginally higher at 1,013 spaces, also in the evening period, with the highest daytime demand at 900 spaces. As shown in Table 31 on page 296, parking demand would be relatively consistent throughout much of the day and evening and between weekday and weekend days, but would generally be lower during the daytime.

Table 30

## Monthly Variation in Commercial Parking Demand – Project with County Office Building Option

Month	Total Commercial Parking Demand			Total Project
	Parcel Q	Parcels W-1/W-2	Parcel L / M-2	
<b>A. Weekday</b>				
January	935	1,827	228	2,990
February	905	1,823	222	2,950
March	968	1,842	250	3,060
April	982	1,842	250	3,074
May	998	1,846	256	3,100
June	1,065	1,858	272	3,195
July	1,065	1,858	272	3,195
August	997	1,846	255	3,098
September	979	1,843	249	3,071
October	972	1,843	249	3,064
November	959	1,851	260	3,070
December	1,074	1,890	314	3,278
<b>B. Weekend</b>				
January	1,124	459	301	1,884
February	1,099	454	294	1,847
March	1,194	478	330	2,003
April	1,219	479	330	2,028
May	1,239	484	338	2,081
June	1,320	499	359	2,178
July	1,341	499	359	2,199
August	1,257	485	337	2,079
September	1,234	480	330	2,044
October	1,226	480	330	2,036
November	1,218	490	344	2,052
December	1,370	542	415	2,327

<sup>a</sup> Parking demand estimates prior to analysis of shared parking potential.

<sup>b</sup> Based on monthly data for individual uses in "Shared Parking", Urban Land Institute, Washington D.C, 1983.

Source: The Mobility Group, 2006

### Parcel W-1/W-2

The peak weekday parking demand – which is driven very largely by the County office use on this block - would be 1,835 spaces, which would occur in the early afternoon. This demand would be comprised of 1,664 spaces for the office building and 171 spaces for the commercial (retail/restaurant) uses. The shared parking analysis does not include the County office parking spaces, as those spaces would only be available to users of the County office building, and would not be shared by the public for parking for other uses at any time because of County policies regarding security procedures for its office building. The office parking need would be represented as a constant 1,664 spaces at all times in this analysis, although in reality it would be much lower in the evenings and weekends.

Table 31

## Parking Demand by Time of Day – Project with County Office Building Option

Month	Total Commercial Parking Demand			Total Project
	Parcel Q	Parcels W-1/W-2	Parcel L / M-2	
<b>A. Weekday</b>				
6:00 AM	213	0	0	213
7:00 AM	240	11	15	266
8:00 AM	318	26	34	378
9:00 AM	430	57	78	565
10:00 AM	488	96	131	715
11:00 AM	567	156	172	895
12:00 PM	655	153	211	1,019
1:00 PM	753	171	238	1,162
2:00 PM	709	160	222	1,091
3:00 PM	892	158	219	1,269
4:00 PM	887	141	195	1,223
5:00 PM	747	146	205	1,098
6:00 PM	864	165	232	1,261
7:00 PM	976	181	254	1,411
8:00 PM	982	178	251	1,411
9:00 PM	904	147	210	1,261
10:00 PM	741	105	152	998
11:00 PM	518	68	99	685
12:00 AM	388	38	56	482
<b>B. Weekend</b>				
6:00 AM	216	0	0	216
7:00 AM	233	7	9	249
8:00 AM	345	19	26	390
9:00 AM	465	53	73	591
10:00 AM	630	79	107	816
11:00 AM	650	125	170	945
12:00 PM	773	164	225	1,162
1:00 PM	869	194	268	1,331
2:00 PM	900	202	279	1,381
3:00 PM	898	202	279	1,379
4:00 PM	859	186	257	1,302
5:00 PM	841	177	247	1,265
6:00 PM	939	191	270	1,400
7:00 PM	985	188	267	1,440
8:00 PM	1,013	185	263	1,461
9:00 PM	946	161	231	1,338
10:00 PM	878	153	220	1,251
11:00 PM	634	103	152	889
12:00 AM	497	68	102	667

Source: The Mobility Group, 2006

Parking demand in the evening would be slightly higher at 1,845 spaces, comprised of the 1,664-space dedicated supply for the County office building and 181 spaces for the commercial uses. The weekend parking need will be very similar, with a total of 1,866 spaces for the weekend midday (1,664 spaces dedicated for the office building and 202 spaces for commercial uses); and a total of 1,855 spaces for the weekend evening period (1,664 dedicated spaces for the office building and 191 spaces for the commercial uses).

As shown in Table 31, the parking demand would be relatively constant for the commercial uses for this parcel, not only during the day but also between weekday and weekend days.

### **Parcel L and M-2**

The peak weekday parking demand – which is driven by the retail and restaurant uses - would be 254 spaces, and would occur during the evening. During the daytime, the highest parking demand would be 238 spaces and would occur just after midday. Weekend parking demand would be marginally higher with a peak of 279 spaces occurring in the mid-afternoon, and with the highest evening demand at 267 spaces after 7:00 P.M. Parking demand on this parcel will therefore be relatively consistent throughout the day and evening and between weekday and weekend days, and generally will be slightly higher at weekends.

### **Overall Project**

As shown in Table 31, for the Project as a whole the weekday parking demand would peak at 2,826 spaces in the early afternoon, with the highest evening parking need at 3,075 spaces (demand for 1,411 commercial parking spaces and 1,664 dedicated office spaces). During weekends, the parking demand would peak at 3,045 spaces in the early afternoon (demand for 1,381 commercial spaces and 1,664 dedicated office spaces), with the highest evening parking demand at 3,125 spaces (1,461 commercial spaces and 1,664 dedicated office spaces). The overall Project parking demand is heavily skewed by the office use on Parcel W-1/W-2, which is the single largest parking demand of all the non-residential uses in the Project.

Comparison of Commercial Parking Demand with Parking Supply Table 32 on page 298 compares the Commercial Parking Demand and Supply with the proposed parking supply for each development parcel.

### **Parcel Q**

Parcel Q would provide 755 commercial parking spaces. As shown in Table 32, the Parcel Q garage supply would be adequate to accommodate the peak weekday daytime parking

Table 32

## Comparison of Peak Parking Demands and Proposed Parking Supply – Project with County Office Building Option

Period	Parcel Q			Parcels W-1/W-2			Parcel L / M-2			Total		
	Demand	Supply	Diff	Demand	Supply <sup>a</sup>	Diff	Demand	Supply	Diff	Demand	Supply	Diff
<b>Peak Month</b>												
<b>Weekday</b>												
- Day	753	755	2	1,835	1,868	33	238	290	52	2,843	2,913	87
- Eve	982	755	-227	1,845	1,868	23	254	290	36	3,081	2,913	-168
<b>Weekend</b>												
- Day	900	755	-145	1,866	1,868	2	279	290	11	3,045	2,913	-132
- Eve	1,013	755	-258	1,855	1,868	13	270	290	20	3,138	2,913	-225

<sup>a</sup> Includes 983 offsite spaces for County Office Building.

Source: The Mobility Group, 2006

demand of 753 spaces. However, the supply would be 227 spaces less than the peak weekday evening parking demand of 982 spaces; 145 spaces less than the weekend daytime peak demand of 900 spaces; and 258 spaces less than the peak weekend evening parking demand of 1,013 spaces. The parking deficits would occur in the evenings and weekends and cannot be accommodated by the parking supply on other Project blocks, as there would be virtually no surplus supply on those blocks (see following discussion and Table 32). However, during evenings and weekends, there are considerable amounts of unused parking in the Civic Center area – primarily in the various office building garages in the area. Therefore, there would be adequate parking available to accommodate the relatively small shortfalls from Parcel Q.

### **Parcels W-1/W-2**

The proposed on-site parking supply for Parcel W-1/W-2 would be 885 spaces. This would comprise 681 spaces exclusively for the County office building and 204 spaces for the retail/restaurant uses. A further 983 spaces would be provided offsite to meet the parking needs of the County office building. With the addition of offsite parking for the County office building, the total supply of parking spaces for Parcel W-1/W-2 would be 1,868 spaces.

The County has determined there are sufficient spaces available in its Civic Center parking supply to accommodate the off-site need of 983 parking spaces for the County office building. These spaces would be accommodated in various currently under-utilized County parking locations, including the Walt Disney Concert Hall garage (with tandem parking operations), in County Lot 45 (on N. Spring Street) in County Lot 58 (on N. Alameda Street), and, potentially, in the Civic Mall (Lot 18) to the extent spaces are not needed for the potential backfill and/or re-use of the County HOA building.

As shown in Table 32, this total supply would accommodate Project needs at all times during the weekday and the weekend. It would meet the needs for County office parking of 1,664 spaces. The on-site retail commercial parking supply of 204 spaces would also meet the commercial parking demand with a surplus of 33 spaces during the weekday daytime, a surplus of 23 spaces during the weekday evening, a surplus of 2 spaces during the weekend daytime, and a surplus 13 spaces during the weekend evening.

### **Parcel L and M-2**

The proposed commercial parking supply for Parcel L and M-2 would be 290 spaces. As shown in Table 32, the Parcels L and M-2 garage would accommodate the peak weekday daytime parking demand of 238 spaces, the weekday evening parking demand of 254 spaces, the peak weekend evening parking demand of 270 spaces, and the peak weekend daytime parking demand of 279 spaces. There would be small surpluses of between 11 and 52 parking spaces.



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## Overall Project

Combining the individual peak parking characteristics of each development parcel, the peak commercial parking demand for the total project, as shown in Table 32, is estimated to be 2,826 spaces during a weekday daytime. The peak parking need is estimated to be 3,081 spaces during a weekday evening; 3,045 spaces during a weekend daytime; and 3,138 spaces during a weekend evening (although all these include the 1,664 dedicated County spaces).

The proposed parking supply would be sufficient to accommodate the projected parking demand for development on Parcels W-1/W-2 and L and M-2 at all times. While the proposed parking supply for Parcel Q would be sufficient to accommodate projected demand during the weekday daytime, it would not be sufficient during weekday evenings and during weekends when it a shortage of between 145 spaces and 258 spaces would occur. The small parking supply surpluses on Parcels W-1/W-2 and L and M-2 would not be sufficient to accommodate the Parcel Q shortfalls. These small surpluses would not even be available to Parcel Q until Parcels W-1/W-2 and L and M-2 were developed. Even when those parcels are built, the small surpluses would most likely be made available general public parking in the area rather than specifically being assigned to other development parcels.

## Conclusions on Commercial Parking Demand and Supply

The overall commercial parking supply would come very close to meeting the estimated peak parking demands of the Project. The Parcel Q parking garage would accommodate the peak daytime parking demands, but would be short by 145 to 258 spaces on weekday evenings and weekends. The Parcel W-1/W-2 garage would provide adequate parking to meet retail commercial demands. In conjunction with County-provided off-site parking the garage office supply will also be sufficient to meet the office building parking demands.

The Parcel L and M-2 garage would provide adequate parking for the retail commercial parking demands at all times, with small surpluses of 11 to 52 spaces at varying times of the day.

The weekday evening and weekend deficits in commercial parking on Parcel Q cannot be accommodated on other Project parcels. However, they could be easily accommodated by the considerable surplus parking capacity that exists at evenings and weekends in many of the parking garages on Bunker Hill – particularly the office building garages within a few blocks of the Proposed Project. Use of this publicly available parking would be an effective use of existing resources and avoid providing an over-supply of parking in the area.

Based on the above analysis, it is concluded there would be no significant off-street parking supply impacts due to the Project with County Office Building Option.

### Changes to Existing Off-Street Parking Supply

A considerable amount of off-street parking currently exists in the vicinity of the Project, with twenty-one off-site parking facilities in the area bounded by Hope Street and Flower Street on the west, Temple Street on the north, Spring Street on the east, and Fourth Street on the south. Some of these are surface parking lots, but the majority are parking structures. There are approximately 15,950 parking spaces in these twenty-one locations. Of these, approximately 1,100 spaces are in surface lots and the remaining 14,850 spaces are in garages. Approximately 7,000 of the total 15,950 spaces are owned and operated by the County of Los Angeles. Of these 7,000 spaces, approximately 2,900 are reserved for County official business and employees and are not available to the general public. (The County also owns an additional 1,500 spaces in the Civic Center area, which are outside the area defined the geographic boundary described above. Approximately 6,900 of the total 15,950 parking spaces are located in major high-rise office towers on Bunker Hill.

The County currently owns and operates 1,958 parking spaces in the Civic Mall, of which 1,609 are in subterranean garages and 349 are in surface parking). The westernmost garage (County Lot 18), between Grand Avenue and Hill Street has 1,274 parking spaces, with large helical parking entrance/exit ramps on both Grand Avenue and Hill Street. The middle section of the Mall between Hill Street and Broadway includes a subterranean garage (County Lot 10) under the Court of Flags with 646 parking spaces. However, since the Northridge earthquake, the lower two levels of this garage have not been used so the parking capacity is currently limited to 321 spaces. At the easternmost end of the Civic Mall is a 349-space surface parking lot (County Lot 11) off of Spring Street for the County Criminal Court Building. Parcels Q, W-1/W-2, and L and M-2) are all currently used for parking. Development would require the removal of parking from these parcels. The amounts and types of parking to be removed are shown in Table 33 on page 302.

As shown in Table 33, there are a total of 1,807 existing parking spaces currently located on the Project site. These are comprised of 913 juror parking spaces and 154 County Courthouse visitor parking spaces currently provided by the County in the temporary parking structure in County Lot 17 on Parcel Q; 225 surface parking spaces currently provided by the County in County Lot 26 on Parcels W-1/W-2, and open to the general public for all uses; 145 parking spaces in two privately operated surface parking lots on Parcels W-1/W-2 that are open to the general public for all uses, and 375 parking spaces in two privately operated surface public parking lots on Parcel L and M-2 that are open to the general public for all uses. In summary, there are 913 juror parking spaces (700 usable), 379 publicly provided parking spaces, and 520 privately provided parking spaces within Parcels Q, W, and L and M-2, all of which would be removed by the proposed development of these parcels.

**Table 33****Existing Off-Street Parking to be Removed by the Project**

<b>Parcel</b>	<b>Lot</b>	<b>Number of Spaces</b>	<b>Type of Parking</b>
Parcel Q	County Lot 17	1,062 (849 usable)	Public Parking – Jurors (913 spaces, 700 usable) Public Parking – Courthouse Visitors (154 spaces)
Parcels W-1/W-2	County Lot 26 Private Lot Private Lot	225 83 62	Public Parking Public Parking Public Parking
Parcel L	Private Lot (5-Star)	215	Public Parking
Parcel M-2	Private Lot (Prestige)	160	Public Parking
Total		1,807 (1,594 usable)	

*Source: The Mobility Group, May 2006.*

As the County of Los Angeles has a responsibility to provide juror parking, the 700 juror parking spaces in Parcel Q would need to be replaced. The County has also expressed a desire to replace the 374 other public parking spaces it provides in Lot 17 and Lot 26. The County has determined that the 1,062 spaces currently provided in the Parcel Q lot, and the 225 spaces provided in the Parcels W-1/W-2 lot, by existing County facilities in the Civic Center. County facilities would have sufficient daytime parking capacity available to absorb the demand of 1,074 spaces, primarily in the Walt Disney Concert Hall garage (County Lot 16). The Walt Disney Concert Hall garage has a total of 1,730 spaces and is currently under-utilized during the day. The County also has the ability to increase the supply to 2,288 spaces with tandem parking operations. During the evening, the Walt Disney Concert Hall garage is used for events and there is no current parking usage of County Lots 17 and 26 in Parcels Q and W. There would, therefore, be no significant impacts from the loss of these parking spaces due to the Project.

There are no plans to replace the remaining 520 parking spaces in the four privately operated surface lots in Parcels W and L and M-2. These parking spaces are in general public use, with no specific designation or relation to specific buildings or uses in the Civic Center and Bunker Hill areas. They are not “by-right” uses of the underlying land, but are in effect a temporary use of the land, until a higher and better use is identified for these parcels. For these reasons there is no obligation to replace these parking spaces. The 520 such off-street parking spaces that would be removed represent about 3 percent of the overall parking supply in the immediate area of Bunker Hill and the Civic Center. As the previous analysis has shown, there would be virtually no parking spaces available in the Project’s parking garages for non-Project parking during the weekday daytime. However, as parking spaces are generally available (based on drive-by and drive/walk-thru general observations) in a number of other parking facilities in the general area (such as the Music Center Parking Garage, the Cathedral of Our Lady of the Angels garage) as well as in other adjacent parts of downtown, those people currently using the privately operated surface lots on Parcels W and L and M-2 would be expected to either find alternate locations for parking or perhaps use transit. Because of this, and the fact that the loss of

parking spaces is a very small proportion of the overall parking supply in the immediate area of the Project, it is concluded there would be no significant impacts from the removal of off-street parking spaces on the Project with County Office Building Option. The Project with Additional Residential Development Option would have the same impact on off-street parking as the Project with County Office Building Option.

### **Civic Park Off-Street Parking**

The proposed Civic Park conceptual design would not result in any significant changes to the parking supply in the Civic Park. Under the Conceptual Plan, the upper sections of the existing helical ramps to the Civic Mall garage (County Lot 18) at both Grand Avenue and Hill Street would be reconfigured. However no reduction in the parking capacity of the garage is anticipated. In addition, the lower two levels of the Court of Flags garage would be repaired and, thereby, 325 usable parking spaces would be added to the existing parking supply. The Conceptual Plan would replace the existing 349-space surface parking lot on Spring Street at the eastern end of the Civic Mall with a large paved and landscaped plaza for civic and community activities. The existing parking would be relocated to the refurbished Court of Flags garage (which would contain a gain of 325 spaces), resulting in a small decrease of 24 parking spaces. The net result of the Civic Park Conceptual Plan would be a slight reduction in the number of parking spaces in the three-block area from 1,958 spaces to 1,934 spaces.

While there would be a small decrease of 24 parking spaces in the Civic Mall parking supply in the Civic Mall, this would not be a significant impact, as it would represent only 1 percent of the total 1,958 spaces currently provided in the Civic Mall. As all parking spaces are managed and operated by the County, and as they have a substantial number of other parking spaces in other parking lots in the Civic Center area, the deficit of 24 spaces would be adequately replaced. It is therefore concluded that there would be no significant impacts from changes in the off-street parking supply in the Civic Mall/Park area.

### **Changes to Existing On-Street Parking Supply**

There is very little on-street parking supply in the area of the Project. On the streets adjacent to the development parcels in the Project there are only a total of 33 on street parking spaces. Table 34 on page 304 summarizes the number of existing on-street parking spaces on each block face of the Project site. This on-street parking supply is generally metered, with a two-hour time restriction between 8:00 A.M. to 6:00 P.M., except for First Street when the time limits are 9:00 A.M. to 4:00 P.M. Due to the provision of new Project driveways and/or passenger loading zones, the total number of on-street parking spaces would be reduced. At a minimum, an estimated 15 on-street parking spaces would have to be removed to accommodate the width of new driveways and some distance on either side of the driveways to allow visibility for turning vehicles. At a maximum, all 33 on-street parking spaces adjacent to the Project may have to be

Table 34

## Existing On-Street Parking

Parcel	Lot	Number of Spaces	Type of Parking
Parcel Q	Olive Street	0	
	Second Street	0	
	Grand Avenue	0	
	First Street	5	Two-hour meters: 9:00 A.M. to 4 P.M.
Parcels W-1/W-2	Hill Street	0	
	Second Street	8	No Parking: 8:00 A.M. to 6 P.M.
	Olive Street	0	
	First Street	0	
Parcels L and M-2	Grand Avenue	10	Two-hour meters: 8:00 A.M. to 6 P.M.
	GTK Way North	0	
	GTK Way South	10	Two-hour meters: 8:00 A.M. to 6 P.M.
	Lower Grand Avenue	0	
	Hope Street	0	
	Second Street	0	
Total		33	

Source: *The Mobility Group, January 2006.*

removed due to new driveways, passenger-loading zones, and to facilitate turning traffic at driveways.

The Project could therefore cause the removal of between 15 and 33 on-street parking spaces adjacent to the Project's development parcels. However, there is currently an extensive amount of off-street parking provided in the Bunker Hill and Civic Center areas, much of which is available to the public, and which could accommodate an additional 33-space demand. In addition, the Project would be providing additional off-street parking spaces, and the parking demand analysis has shown that there would be surplus parking of 52 spaces in the Parcels L and M-2 garage during the weekday daytime, a surplus of 36 spaces during weekday evenings, and a surplus of 11 to 20 spaces on weekends. At most times, therefore, surplus parking in Parcels L and M-2 could serve the relocated on-street demand. It is therefore concluded that no significant impacts would occur from the potential removal of any on-street parking spaces adjacent to the Project's development parcels.

#### (vii) Project with Additional Residential Development Option

The Project with Additional Residential Development Option would provide a total of at least 5,255 parking spaces on-site, in below grade and/or above-grade parking garages. While the traffic report included as Appendix B to this EIR based its parking calculations for the Project's affordable housing units on the provisions of LAMC Section 12.22.A.25(d) (i.e., one parking space for each affordable housing unit), it should be noted that one of the discretionary

approvals that Related may pursue in the future is a variance from that parking requirement. Any additional environmental analysis required for such a variance would be included in the Final EIR (if appropriate) or one of the additional environmental review documents described in State CEQA Guidelines 15162-15164.

A summary, comparing the Project's parking supply with Municipal Code and Advisory Agency parking requirements is presented in Table 35 on page 306.

### **City Planning Department Deputy Advisory Agency AA-2000-1 Residential Policy and Municipal Code Parking Requirements**

Deputy Advisory Agency Residential Policy (DAARP) would require 2,621 residential parking spaces in Parcel W-1/W-2. The Project proposes to provide 1,971 residential spaces, which would be 650 less than the policy requirement. Overall, the Deputy Advisory Agency Policy and the Municipal Code would require a total of 5,925 spaces be provided by the Project. The Project with Additional Residential Development Option would provide 5,255 spaces, which would be 670 spaces less than the overall requirement. However, as shown in Table 35, DAARP policy would require 5,321 residential parking spaces to be provided. The Project proposes to provide 4,006 residential spaces, which would be 1,315 less than the policy requirement. (See the discussion in the subsection entitled "Parking Requirements Conclusion," above, regarding how the Advisory Agency policy is not appropriate to the downtown area.) Also, the City Code would require a total of 604 commercial parking spaces. The Project proposes to provide 1,249 commercial spaces, which would be 645 more than the Municipal Code requirement.

### **Parking Requirements based on the City Municipal Code for Both Residential and Commercial Uses**

For Parcel W-1/W-2, the Municipal Code would require 1,326 residential parking spaces. The Project proposes to provide 1,971 residential spaces, which would be 645 more than the Municipal Code requirement.

Also, for Parcel W-1/W-2, the Municipal Code would require a total of 74 commercial parking spaces. The Project with Additional Residential Development Option proposes to provide 204 commercial spaces, which would be 130 more than the code requirement.

Overall the Municipal Code would require a total of 3,296 spaces be provided by the Project with Additional Residential Development Option. The Project with Additional Residential Development Option would provide 5,255 spaces, which would be 1,959 spaces more than the overall code requirement. The Project would provide both more residential and more commercial parking supply than required by code.

Table 35

**Project with Additional Residential Development Option  
Summary of Parking Requirements and Proposed Parking Supply**

Land Use	Parcel Q			Parcels W-1/W-2			Parcel L / M-2			Total		
	Parking Required	Parking Provided	Diff.	Parking Required	Parking Provided	Diff.	Parking Required	Parking Provided	Diff.	Parking Required	Parking Provided	Diff.
<b>As Per City Code Parking Requirement and CDP Advisory Agency AA-2000-1<sup>a</sup></b>												
Residential	1,000	755	-245	2,621	1,971	-650	1,700	1,280	-420	5,328	4,006	-1,322
Commercial	429	755	326	74	204	130	101	290	189	604	1,249	645
Total	1,436	1,510	74	2,695	2,175	-520	1,801	1,570	-231	5,932	5,255	-677
<b>As Per City Code Parking Requirement<sup>b</sup></b>												
Residential	513	755	242	1,326	1,971	645	860	1,280	420	2,69	4,006	1,314
Commercial	429	755	326	74	204	130	101	290	189	604	1,249	645
Total	942	1,510	568	1,400	2,175	775	961	1,570	609	3,296	5,255	1,959

<sup>a</sup> Table A-1 Grand Avenue Implementation Plan - City Code Parking Requirement and CDP Advisory Agency AA-2000-1

<sup>b</sup> Table A-2 Grand Avenue Implementation Plan - City Code Parking Requirement

Source:

In total, the Municipal Code would require 2,692 residential parking spaces. The Project proposes to provide 4,006 residential spaces, which would be 1,314 more than the code requirement. Also, in total, the Municipal Code would require a total of 604 commercial parking spaces. The Project proposes to provide 1,249 commercial spaces, which would be 645 more than the code requirement.

Given the downtown urban location, the Municipal Code is the more appropriate criteria for determining parking need than the Advisory Agency policy. It is therefore concluded that the proposed Project with Additional Residential Development Option's residential parking supply would be adequate and parking impacts would not be expected. While the proposed residential supply would be less than the Advisory Agency Policy requirements, the Project with Additional Residential Development Option would seek an exception from that policy. With an exception, which may be granted after certification of the Final EIR by the Lead Agency, but concurrently with action on the entitlements requested from by the City, there would be no significant residential parking impacts. However, until the exception is granted, the conservative position is that for the purposes of CEQA there would be a significant impact.

## **Parking Demand and Supply**

### **Residential Parking Demand**

Because the Project is located in downtown Los Angeles, residential parking demand would be lower than is typical for other (suburban) locations. The Project would be located directly adjacent to and near to major transit services serving the whole Los Angeles region. It would be close to multiple destinations within walking distance, including jobs (office buildings), housing, and entertainment uses. The Project will attract homeowners who are looking for an urban lifestyle – one where people can walk or use transit to get to many destinations, and thus have less of a need for a car. Nevertheless however, residents will still make some trips by car and will need to own cars, albeit at a less than typical level.

The Project proposes to provide an average of 1.51 spaces per dwelling unit for condominiums (and one space per bedroom), and about 1.12 spaces per dwelling unit for apartments. As discussed extensively in the preceding section, these supply ratios are consistent with recent market experience of other built, under construction, or planned residential projects in the downtown. The Project also proposes to provide guest parking in addition to these resident supply ratios.

It is therefore concluded that the residential parking supply would be sufficient and there will be no significant parking demand impacts for the residential uses.



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## Commercial Parking Demand

For the remainder of the Project with Additional Residential Development Option, the only difference from the Project with County Office Building Option is that there would be no office building. The other commercial uses would remain the same as for the Project with County Office Building Option; i.e. hotel, retail, and restaurant uses, as well as the health club and the event facility.

The seasonal variations in parking demand would be very similar to those under the Project with County Office Building Option, as the office building in the Project with County Office Building Option has virtually no seasonal variation. Table 36 on page 309 shows the estimated parking demand by time of day for each parcel and for the Project as a whole. The parking demand for Parcels Q and L and M-2 is the same as under the Project with County Office Building Option.

In Parcels W-1/W-2, the peak weekday parking demand for the commercial component would be 181 spaces, which would occur in the evening. The peak parking need in the weekday daytime would be slightly lower at 171 spaces at lunchtime. The weekend parking need would be very similar, with a total of 202 spaces for the weekend mid-afternoon and a peak total of 191 spaces for the weekend evening period.

Parking demand will therefore be relatively constant for the commercial uses for this parcel, not only during the day but also between weekday and weekend days.

As shown in Table 36, for the Project as a whole, the weekday commercial parking demand would peak at 1,162 spaces in the early afternoon, with the highest evening parking need at 1,411 spaces. On weekends, the parking need would peak at 1,381 spaces in the early afternoon, with the highest evening parking need at 1,461 spaces.

Table 37 on page 310, summarizes the comparison of the estimated parking demand to the proposed parking supply. The comparison is done separately for each parcel and addresses the individual peak parking demand for each parcel for both the weekday and the weekend. The analysis therefore allows for shared parking within a parcel, but not for shared parking between parcels.

The results for Parcels Q and L and M-2 are identical to the Project with County Office Building Option. The proposed onsite parking supply for Parcel W-1/W-2 would be 204 spaces. As shown in Table 37, this total supply would accommodate Project needs at all times during the weekday and the weekend. It would meet the commercial parking demand with a 33-space

Table 36

## Parking Demand by Time of Day – Additional Residential Development Option

Month	Total Commercial Parking Demand			Total Project
	Parcel Q	Parcels W-1/W-2	Parcel L / M-2	
<b>A. Weekday</b>				
6:00 AM	213	0	0	213
7:00 AM	240	11	15	266
8:00 AM	318	25	34	377
9:00 AM	430	57	78	565
10:00 AM	488	96	131	715
11:00 AM	567	126	172	865
12:00 PM	655	153	211	1,019
1:00 PM	753	171	238	1,162
2:00 PM	709	160	222	1,091
3:00 PM	692	158	219	1,069
4:00 PM	667	141	195	1,003
5:00 PM	747	146	205	1,098
6:00 PM	864	165	232	1,261
7:00 PM	976	181	254	1,411
8:00 PM	982	178	251	1,411
9:00 PM	904	147	210	1,261
10:00 PM	741	105	152	998
11:00 PM	518	68	99	685
12:00 AM	388	38	56	482
<b>B. Weekend</b>				
6:00 AM	216	0	0	216
7:00 AM	233	7	9	249
8:00 AM	345	19	26	390
9:00 AM	465	53	73	591
10:00 AM	530	79	107	716
11:00 AM	650	125	170	945
12:00 PM	773	164	225	1,162
1:00 PM	869	194	268	1,331
2:00 PM	900	202	279	1,381
3:00 PM	898	202	279	1,379
4:00 PM	859	186	257	1,302
5:00 PM	841	177	247	1,265
6:00 PM	939	191	270	1,400
7:00 PM	985	188	267	1,440
8:00 PM	1,013	185	263	1,461
9:00 PM	946	161	231	1,338
10:00 PM	878	153	220	1,251
11:00 PM	634	103	152	889
12:00 AM	497	68	102	667

Source: The Mobility Group, 2006

Table 37

**Project with Additional Residential Development Option  
Summary of Parking Requirements and Proposed Parking Supply**

Period	Parcel Q			Parcels W-1/W-2			Parcel L / M-2			Total		
	Demand	Supply	Diff	Demand	Supply <sup>a</sup>	Diff	Demand	Supply	Diff	Demand	Supply	Diff
<b>Peak Month</b>												
<b>Weekday</b>												
- Day	753	755	2	171	204	33	238	290	52	1,162	1,249	87
- Eve	982	755	-227	181	204	23	254	290	36	1,417	1,249	-168
<b>Weekend</b>												
- Day	900	755	-145	202	204	2	279	290	11	1,381	1,249	-132
- Eve	1,013	755	-258	191	204	13	270	290	20	1,474	1,249	-225

<sup>a</sup> Includes 983 offsite spaces for County Office Building

Source: The Mobility Group, 2006

surplus during the weekday daytime, a 23-space surplus during the weekday evening, a 2-space surplus during the weekend daytime, and a 13-space surplus during the weekend evening. The peak commercial parking demand for the total Project with Additional Residential Development Option is estimated to be 1,162 spaces during a weekday. The peak parking demand is estimated to be 1,417 spaces during a weekday evening, 1,381 spaces during a weekend daytime, and 1,474 spaces during a weekend evening.

The proposed parking supply would be sufficient to accommodate the projected parking demand for development on Parcels W-1/W-2 and L and M-2 at all times. While the proposed parking supply for Parcel Q would be sufficient to accommodate projected demand during the weekday daytime, it would not be sufficient during weekday evenings and during weekends when it would be between 145 spaces and 258 spaces short. The small parking supply surpluses on Parcels W-1/W-2 and L and M-2 would not be sufficient to accommodate the Parcel Q shortfalls.

The overall parking supply would come very close to meeting the estimated peak parking demands of the Project. The Parcel Q parking garage would accommodate the peak daytime parking demands, but would be short by 145 to 258 spaces on weekday evenings and during weekends.

The Parcel W-1/W-2 garage would provide adequate parking to meet retail commercial demands at all times, with small surpluses of between 2 and 33 spaces at different times. The Parcel L and M-2 garage will provide adequate parking for the retail commercial parking demands at all times, with small surpluses of 11 to 52 spaces at different times.

The weekday evening and weekend deficits in commercial parking on Parcel Q cannot be accommodated on other Project parcels. However, they could be easily accommodated by the considerable surplus parking capacity that exists at evenings and weekends in many of the parking garages on Bunker Hill – particularly the office building garages within a few blocks of the Project. Use of this publicly available parking would be an effective use of existing resources and avoid providing an over-supply of parking in the area. Therefore, it is concluded there would be no significant off-street parking supply impacts due to the Project with Additional Residential Development Option.

#### **(viii) Civic Park Activities**

It is not anticipated that events in the proposed Civic Park would cause a significant parking impact. Not all of the parking needs for these events would always be new and additional. For example, people arriving early for related events at the Music Center and the Walt Disney Concert Hall would park in parking garages located within those venues and would

be part of current parking demands. Other incoming attendees would be arriving as daytime employees were leaving their jobs and exiting their parking spaces. The incoming attendees could, therefore, use the parking spaces vacated by employees. For example, because of the typically early start to their workday, many County employees leave between 4:00 P.M. and 5:00 P.M. Both small and medium events could be accommodated in this manner in Civic Center and Bunker Hill parking garages. For larger events that have earlier starting times, parking demand would also be met by parking lots and garages located farther from the Civic Park. It is, therefore, concluded that there would be no significant parking impacts.

With respect to parking for special events, as these events would generally occur on public holidays, on weekends, or in the evening hours, a substantial amount parking in the County garages, Civic Center and Bunker Hill garages, and numerous surface lots that are usually used by employees during the weekday daytime, would be available. Therefore, there would be no significant parking impacts cause by these events.

#### **4. CUMULATIVE IMPACTS**

##### **a. Construction**

###### **(1) Worker Trips**

The construction of 93 related projects is anticipated in the Project study area. These related projects would be dispersed throughout the study area and would draw upon a construction workforce from all parts of the Los Angeles region. In general, the majority of the construction workers are anticipated to arrive and depart the individual construction sites during off-peak hours (i.e., arrive prior to 7:00 A.M. and depart between 3:00 to 4:00 P.M.), thereby avoiding travel during the A.M. and P.M. peak traffic periods. Given the off-peak nature of construction worker traffic, cumulative worker traffic impacts are concluded to be less than significant.

###### **(2) Hauling**

Excavation and grading phases for the related projects would generate the highest number of haul truck trips at the related project sites. The haul truck routes for related projects would be approved by the LADOT, according to the location of the individual construction site and the ultimate destination. However, the Project's highest periods of haul truck activity would be in the initial six to eight months of construction for each parcel, when trucks would carry excavated material from the site. During these periods, 130 trucks a day, to a peak of 300 trucks a day, are

estimated. Because some of these trips would occur in the A.M. peak hour, peak hauling activities could cause short-term, significant cumulative traffic impacts.

### **(3) Emergency Access**

Related projects that would be large enough to cause lane closures or detours may be required, as is the case with the proposed Project, to prepare construction traffic/management plans, as is the case with the proposed Project. Since the Project would be required to coordinate any street or lane closures with police and fire emergency services, it would not contribute to cumulative significant impacts on emergency access.

### **(4) Civic Mall Ramps**

The reconfiguration of the ramps that provide access to/from the existing Civic Center Mall parking garage on Grand Avenue would require the ramps to be shut down for a period of time during their reconstruction under the project. During that time, traffic would have to enter and exit the existing Civic Center Mall garage via either the Hill Street ramps, or via the Music Center garage (which connects to the existing Civic Center Mall garage under Grand Avenue). Similarly the reconfiguration of the upper sections of the helical ramps to the garage on Hill Street would also require those ramps to be shut down for a period of time during reconstruction. During that time, traffic would have to enter and exit the existing Civic Center Mall garage via the Grand Avenue ramps. The diversion of traffic to alternate garage entrances would only affect streets in the immediate vicinity of the existing Civic Center Mall garage, but could potentially create temporary and short-term cumulatively significant traffic impacts.

### **(5) Temporary Street Closures**

It is not expected that complete closures of any streets would be required during construction although they could occur due to unforeseen circumstances – in which case they could cause temporary significant impacts. It is, however, expected that there would need to be certain temporary traffic lane closures on streets adjacent to the Project site for certain periods, although the specific location and duration of such closures is unknown at this time. It is expected that, at most, one traffic or parking lane adjacent to the curb may need to be closed at certain locations for certain periods of time. Such lane closures could occur for periods of up to 4-6 months, or up to about 18 to 24 months, depending on the stage of construction. Although temporary in nature, such closures could cause temporary cumulatively significant traffic impacts during such periods of time.

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## **b. Operation**

### **(1) Intersection Service Levels**

The cumulative traffic impacts associated with the 93 related projects and ambient growth have been considered for the purpose of assessing the Project's traffic impacts. Cumulative effects on intersection operations attributable to traffic from ambient growth and the identified related projects have been incorporated into the above analysis of Cumulative Base (without Project) conditions. Under 2010 Cumulative Base conditions, as previously shown in Table 16 on page 259, eleven intersections would operate at LOS D or E during the in the A.M. and/or P.M. peak hours. Of these, seven intersections would be impacted during the A.M. peak hour and ten intersections would be impacted during the P.M. peak hour. It is anticipated that related projects contributing to cumulative growth would be required on an individual basis to mitigate potentially significant traffic impacts to the extent possible. However, since no guarantee exists that mitigation measures would be implemented with the identified related projects, in conjunction with the significant Project impact after mitigation, it is concluded that cumulative traffic impacts on intersection operations would be significant.

During times in which events in the Civic Park might start earlier in the evening, or might be associated with concerts/programs at the Music Center and the Walt Disney Concert Hall, Civic Park traffic may worsen traffic conditions in the P.M. peak hour. The number of such events would be infrequent and would not occur on a regular basis. Although such a traffic impact would be temporary in nature, that impact may, on occasion, be significant in its magnitude. Annual events, festivals, and holiday events could also potentially have temporary and short-term (one-time) significant traffic impacts. These would typically be addressed, at the discretion of the Los Angeles Department of Transportation (LADOT) or other appropriate agencies, by the preparation of special traffic management and controls plans on a temporary basis, as are currently prepared for special events as deemed necessary by the LADOT. Such plans would reduce and minimize traffic impacts. Given the traffic management controls in such plans, the temporary and infrequent nature of such events, and the general acceptance of the public of some level of traffic congestion and vehicle delays in arriving at and departing these successful special events, there generally should be no significant traffic impacts. However, on occasion, the size of the event and other factors may cause this traffic impact to be significant. Since these Project traffic impacts are potentially significant, traffic impacts associated with such short-term activities are also considered cumulatively significant.

### **(2) Freeway Service Levels**

Ambient growth in accordance with CMP guidelines has been considered in the evaluation of the Project's impact on regional freeways. The Project with County Office

Building Option would cause an incremental increase of in the D/C ratio of 0.021 at the US-101 Hollywood Freeway between Grand Avenue and Hill Street, and an incremental increase of in the D/C ratio of 0.020 at the US-101 Hollywood Freeway north of Vignes Street, both in the P.M. peak hour. As these would be at, or very slightly above, the threshold of significance, it is concluded that the Project with County Office Building Option would cause two significant traffic impacts on the freeway system, one of which would occur at a CMP monitoring location (US-101 Hollywood Freeway north of Vignes Street). However, since related projects would also contribute to freeway traffic levels, the combination of the Project's traffic with related projects' traffic is considered to be cumulatively significant. The Project with Additional Residential Development would not exceed D/C threshold ratios, and cumulative impacts are considered to be less than significant under this option.

### **(3) Access**

No related projects share conjoining or adjacent access points. Therefore, no significant cumulative impacts relative to access would occur.

### **(4) Public Transit**

The Project study area is highly served by existing bus and rail transit services. The use of transit services by the employees, visitors, and residents of the 93 related projects would use overlapping transit systems as the proposed Project. Under City of Los Angeles transportation and land use policies, this effect is positive (i.e., the concentration of new employment and housing projects in close proximity to transit services). Transportation policies also facilitate the ongoing expansion of the regional transit system to accommodate increased demand as a result of such land use policies.<sup>57</sup> Consequently, cumulative impacts relative to transit systems are concluded to be less than significant.

### **(5) Parking**

Related projects within close proximity to the Project site may generate parking demand. Related projects located near or within a short walking distance from the Project in an area bounded by Fifth Street on the south, Los Angeles Street on the east, the Hope Street on the west, and Temple Street on the north, include the following:

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<sup>57</sup> *City of Los Angeles Planning Department, Transportation Element of the General Plan, Chapter II, Background* (<http://cityplanning.lacity.org/Cwd/GnlPln/TransElt/TE/T2Bkgnd.htm>).



- Related Project No. 1: Plaza de Cultura y Arte, a community cultural center in the 500 block of N. Main Street;
- Related Project No. 9: 162 apartments at 205-207 S. Broadway;
- Related Project No. 25: Metro 217, 277 lofts at 417 S. Hill (conversion of subway terminal building);
- Related Project No. 27: Federal Courthouse, between First and Second Streets, south of Hill Street;
- Related Project No. 28: Douglas Building, a mixed residential and retail at 257 S. Spring Street (conversion of a 1898 building);
- Related Project No. 30: Rowan Building, 209 loft apartments at 458 S. Spring Street (conversion of Rowan Building);
- Related Project No. 31: Little Tokyo branch City of Los Angeles library at 203 S. Los Angeles Street;
- Related Project No. 32: Residential loft and retail, Fourth and Main Streets;
- Related Project No. 33: 146-unit condominium project at 108 W. Second Street;
- Related Project No. 43: Police Headquarters facility at First and Main Streets;
- Related Project No. 56: Hall of Justice at Temple and Spring Street (30-employee increase);
- Related Project No. 84: Title Guarantee Building with 74 apartments at 411 W. Fifth Street; and
- Related Project No. 88: Mixed-use 450 apartments and 15,000 sq. ft. of retail at 250 S. Hill Street.
- Related Project No. 92: Commercial-use including 960,000 sq. ft. of office floor area and 100,000 sq. ft. of retail in the block bounded by Third, Olive, Hill, and Fourth Streets.

Four related projects, including No. 9, a 162-unit apartment building at 205-207 S. Broadway; No. 27, a new Federal Courthouse at the south side of Hill Street, between First and Second Streets; No. 88, a 450-unit apartment and retail complex at 250 S. Hill Street, and No 92 in the block bounded by Third, Olive, Hill, and Fourth Streets, are located adjacent to the Project

site and could create an additional demand for public parking, particularly in Parcels W-1/W-2, if overflow conditions were to occur at these other locations. However, related projects would comply with Municipal Code requirements, and it expected that demand for commercial and residential parking would be met for related projects as it is with the Project. However, since the Project would not comply with the Advisory Agency Policy for residential uses, non-compliance with the Advisory Agency residential parking policy is considered cumulatively significant

## 5. MITIGATION MEASURES

Mitigation Measures are proposed below to reduce the Project's potentially significant traffic impacts.

### a. Construction

**Mitigation Measure B-1:** Related with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall prepare, prior to the start of each construction work phase, a Construction Traffic Control/Management Plan to be approved by the LADOT and implemented by the responsible party. The Plan shall include, but not be limited to, Project scheduling, the location and timing of any temporary lane closures, traffic detours, haul routes, temporary roadway striping, and signage for traffic flow, as necessary, as well as the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project, if necessary. The Plan should also provide for the coordination of construction areas, and for safe pedestrian movement throughout the Project Area such that adequate and safe pedestrian movement access is maintained to adjacent uses including the Walt Disney Concert Hall, the Music Center, the County Courthouse, and the Metro Red Line station portals (on Parcel W-2 and on the Court of Flags).

**Mitigation Measure B-2:** After approval of the Construction Traffic Control/Management Plan(s) required under Mitigation Measure B-1 and prior to the start of each construction work phase, Related with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall submit a copy of the Plan(s) to the Authority, and/or the City Chief Administrative Officer and the County of Los Angeles Chief Administrative Officer. Following receipt of the Plan(s), the County of Los Angeles Chief Administrative Officer shall distribute that information to all County properties on Grand Avenue, including the Hall of Administration, County Courthouse, the Walt Disney Concert Hall, and the Music Center, for further distribution of information to employees and visitors on construction

schedules, alternative travel routes, and lane and sidewalk closure information, as appropriate, and the Authority, or the City, shall distribute to the appropriate City departments for the same purposes.

**Mitigation Measure B-3:** Prior to the start of each construction phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall enter into one or more temporary arrangements with parking garages in the area of the Project, or with surface lot operators elsewhere in downtown or its periphery, to provide a sufficient supply of off-street spaces for the construction workers during Project construction, and will require all construction workers to use these designated parking spaces. These temporary arrangements shall be to the satisfaction of LADOT.

## b. Operation

### Mitigation Measure

The analysis of intersection capacity identifies significant impacts at seven intersections in the A.M. peak hour, and at seventeen intersections in the P.M. peak hour. Of the seven significant impacts in the A.M. peak hour, there would be at intersections that would continue to operate at LOS D or better (an acceptable level of service), while four would be at intersections that would operate at LOS E. Of the seventeen significant impacts in the P.M. peak hour, ten would be at intersections that would continue to operate at LOS D or better, four would be at intersections that would operate at LOS E, and three would be at intersections that would operate at LOS F. In conjunction with the LADOT, it was concluded that physical mitigation measures, including roadway widening, lane re-striping, or signal timing/phasing changes would not be feasible. The purpose and strategy of the following mitigation measures are described in Section 9 of the Mobility Group Traffic Study, Appendix B of the Draft EIR.

**Mitigation Measure B-4:** If the Project proceeds with the County office building option, the County, on an on-going basis following initial occupancy, shall fund and implement a Transportation Demand Management (TDM) program for the proposed County office use in Parcel W-1/W-2. The County's Chief Administrative Officer shall ensure the County's review and approval of this TDM program. The TDM program could, for example, include an onsite transportation coordinator, post information on transit, provide logistical support for the formation of carpools and vanpools, and other incentives to use transit and rideshare.

**Mitigation Measure B-5:** Related, with regard to the five development parcels, shall implement ATCS in conjunction with the area-wide ATCS program, if not

otherwise implemented, prior to the completion of the first phase of development at the intersections identified by LADOT, although the implementation of this measure will provide mitigation to all three Project phases. Implementation of ATCS shall occur in the northern part of downtown, north of Eighth Street, at the locations identified by LADOT. LADOT has determined that implementation of the ATCS mitigation improvements in the area surrounding the Project would comprise the following: (1) upgrades to Model 2070 traffic signal controllers at 37 intersections; (2) installation of 31 ATSAC/ATCS system vehicle detectors at 6 intersections; and (3) installation of CCTV cameras to provide video information to the ATSAC Center at four locations. Subject to a final determination by LADOT of the improvements required for the Project, ATCS shall also include LADOT's Transit Priority System (TPS).

**Mitigation Measure B-6:** The following menu of mitigation measures has been developed to further reduce the Project's potential traffic and circulation impacts. LADOT shall determine which of these mitigation measures are to be implemented.

- Provide enhanced walking connections along the Project street frontages to transit service (to bus stops and to the Red Line station portals at First Street and Hill Street, and at Hill Street mid-block between First Street and Temple Street). These could comprise pedestrian amenities along the Project's street frontages, including landscaped sidewalks, wider crosswalks where feasible at key intersections, improved lighting for pedestrian safety at nighttime, and pedestrian wayfinding signage, to facilitate walking in the Project area. Related shall implement this measure with regard to the five development parcels prior to initial building occupancy for each development phase; while, the responsible parties for the implementation of the Civic Park and Streetscape Program, under the applicable agreements, shall implement these measures prior to the completion of construction for each of these Project components.
- Related, as determined by LADOT and prior to initial building occupancy for each development phase, shall provide enhanced bus stops on the street frontages of the five development parcels. These enhanced bus stops may include bus shelters with passenger amenities such as benches, shaded areas, and transit information, that could be integrated into the overall urban design/landscaping of the Project.
- Provide transit information kiosks at various strategic locations on the Project site. Related shall implement this measure with regard to the five development parcels prior to initial building occupancy for each

development phase; while, the responsible parties for the implementation of the Civic Park and Streetscape Program, under the applicable agreements, shall implement these measures prior to the completion of construction for each of those Project components.

- Related, with regard to the five development parcels, shall participate in an on-going basis during Project operations, in a Share-Car program (e.g., Flexcar) that makes cars available to registered members. It is anticipated that up to three on-street parking spaces, subject to a determination of feasibility by LADOT, be provided at key locations adjacent to the Project frontage for up to three Share-Cars. The Share-Cars could be available to both Project and non-Project users as long as they were members of the Share-Car program. The Project would support a Share-Car organization's application to the City, and would promote the Share-Car concept and encourage its usage with Project residents and tenants.
  
- Provide improved vehicular directional signage on surface streets approaching and within the Project area to direct vehicles to specific destinations and parking locations, as appropriate, to minimize vehicles circulating in the Project area. Such signage should be approved to the satisfaction of LADOT. Related shall implement this measure with regard to the five development parcels prior to initial building occupancy for each development phase; while, the responsible parties for the implementation of the Civic Park under the applicable agreements, shall implement these measures prior to the completion of construction for the Civic Park.

## **6. LEVEL OF SIGNIFICANCE AFTER MITIGATION**

### **a. Construction**

#### **(1) Hauling**

Excavation and grading phases for the related projects would generate the highest number of haul truck trips at the related project sites. The haul truck routes for related projects would be approved by the LADOT, according to the location of the individual construction site and the ultimate destination. However, the Project's highest periods of haul truck activity would be in the initial six to eight months of construction for each parcel, when trucks would carry excavated material from the site. During those periods, 130 trucks a day, to a peak of 300 trucks a day, are estimated. Because some of these trips would occur in the A.M. peak hour, the peak hauling periods could cause an unavoidable, short-term, significant traffic impacts.

## **(2) Civic Mall Ramps**

The reconfiguration of the ramps to/from the existing Civic Center Mall parking garage on Grand Avenue would require the ramps to be shut down for a period of time during their reconstruction. During that time, traffic would have to enter and exit the existing Civic Center Mall garage via either the Hill Street ramps, or via the Music Center garage (which connects to the existing Civic Center Mall garage under Grand Avenue). Similarly the reconfiguration of the upper sections of the helical ramps to the garage on Hill Street would also require those ramps to be shut down for a period of time during their reconstruction. During that time, traffic would have to enter and exit the existing Civic Center garage via the Grand Avenue ramps. The diversion of traffic to alternate garage entrances would only affect streets in the immediate vicinity of the existing Civic Center Mall garage, but could potentially create temporary and unavoidable, short-term significant traffic impacts.

## **(3) Temporary Lane Closures**

It is not expected that complete closures of any streets would be required during construction although they could occur due to unforeseen circumstances – in which case they could cause temporary significant impacts. It is however expected that there would need to be certain temporary traffic lane closures on streets adjacent to the Project site for certain periods, although the specific location and duration of such closures is unknown at this time. It is expected that, at most, one traffic or parking lane adjacent to the curb may need to be closed at certain locations for certain periods of time. Such lane closures could occur for periods of up to 4-6 months, or up to about 18 to 24 months, depending on the stage of construction. Although temporary in nature, such closures could cause significant traffic impacts during such periods of time..

## **(4) Construction Worker Parking**

Through required off-site, off-street parking for construction workers under Mitigation Measure B-3, the potential impact on parking from the Project's estimated 250, to a peak of 600, construction workers who would choose to drive to work, would be reduced to a less than significant level.

## **b. Operation**

### **(1) Intersection Service Levels**

#### **(a) Project with County Office Building Option**

##### **(i) Traffic Impacts – Project Operation**

The implementation of the ATCS and trip reduction measures, as required under Mitigation Measures B-5 through B-10 would partially mitigate, but would not eliminate traffic impacts. Future intersection service levels with the implementation of ATCS and the trip reduction program for the office building are shown in Table 38 on page 323.

As shown in Table 38, one significant unavoidable impact in the A.M. peak hour and 13 significant unavoidable impacts in the P.M. peak hour, would occur at the following locations:

#### **A.M. Peak Hour:**

- Broadway / First Street (LOS D)

#### **P.M. Peak Hour:**

- Olive Street / First Street (LOS C)
- Olive Street / Fourth Street (LOS C)
- Hope Street / First Street (LOS D)
- Hope Street /GTK Way/Second Place (LOS D)
- Grand Avenue / Temple Street (LOS D)
- Grand Avenue / First Street (LOS D)
- Olive Street / Fifth Street (LOS D)
- Hill Street / Second Street (LOS D)
- Hill Street / Fourth Street (LOS D)
- Hope Street / Temple St. (US-101 Ramps)(LOS E)

Table 38

## Traffic Impacts with the Implementation of Trip Reduction and ATCS Mitigation – Project with County Office Building Option

		Future Without Project Conditions		Future With Project Conditions			Future With Project with Mitigation Conditions					
		V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact	Mitigates Impact
<b>A. A.M Peak Hour</b>												
1	Figueroa St. / Third St.	0.827	D	0.837	D	0.010	No	0.814	D	-0.013	No	
2	Figueroa St. / Fifth St.	0.487	A	0.492	A	0.005	No	0.479	A	-0.008	No	
3	Figueroa St. / Sixth St.	0.626	B	0.632	B	0.006	No	0.614	B	-0.012	No	
4	I-110 Off Ramp / Temple St.	0.398	A	0.400	A	0.002	No	0.389	A	-0.009	No	
5	Hope St. / Temple St. / US-101 Ramps	0.902	E	0.921	E	0.019	Yes	0.895	D	-0.007	No	Full
6	Hope St. / First St.	0.925	E	0.935	E	0.010	Yes	0.910	E	-0.015	No	Full
7	Hope St. / GTK Way / Second Place	0.420	A	0.452	A	0.032	No	0.440	A	0.020	No	
8	Flower St. / Third St.	0.671	B	0.678	B	0.007	No	0.660	B	-0.011	No	
9	Flower St. / Fifth St.	0.439	A	0.448	A	0.009	No	0.435	A	-0.004	No	
10	Flower St. / Sixth St.	0.528	A	0.540	A	0.012	No	0.525	A	-0.003	No	
11	Grand Ave. / US-101 Ramps / I-110 Ramps	0.693	B	0.724	C	0.031	No	0.703	C	0.010	No	
12	Grand Ave. / Temple St.	0.930	E	0.929	E	-0.001	No	0.903	E	-0.027	No	
13	Grand Ave. / First St.	0.791	C	0.818	D	0.027	Yes	0.795	C	0.004	No	Full
14	Grand Ave. / Upper Second St.	0.537	A	0.670	B	0.133	No	0.651	B	0.114	No	
15	Grand Ave. / Fifth St.	0.487	A	0.502	A	0.015	No	0.489	A	0.002	No	
16	Olive St. / First St.	0.531	A	0.609	B	0.078	No	0.590	A	0.059	No	
17	Olive St. / Second St.	0.283	A	0.359	A	0.076	No	0.351	A	0.068	No	
18	Olive St. / Fourth St.	0.437	A	0.548	A	0.111	No	0.523	A	0.086	No	
19	Olive St. / Fifth St.	0.623	B	0.654	B	0.031	No	0.636	B	0.013	No	
20	Olive St. / Sixth St.	0.402	A	0.424	A	0.022	No	0.410	A	0.008	No	
21	Hill St. / Temple St.	0.762	C	0.815	D	0.053	Yes	0.792	C	0.030	No	Full
22	Hill St. / First St.	0.744	C	0.766	C	0.022	No	0.743	C	-0.001	No	
23	Hill St. / Second St.	0.765	C	0.793	C	0.028	No	0.770	C	0.005	No	
24	Hill St. / Third St.	0.968	E	0.996	E	0.028	Yes	0.966	E	-0.002	No	Full
25	Hill St. / Fourth St.	0.518	A	0.542	A	0.024	No	0.526	A	0.008	No	
26	Hill St. / Sixth St.	0.457	A	0.466	A	0.009	No	0.453	A	-0.004	No	
27	Broadway / Temple St.	0.858	D	0.895	D	0.037	Yes	0.866	D	0.008	No	Full
28	Broadway / First St.	0.824	D	0.915	E	0.091	Yes	0.880	D	0.056	Yes	Partial



Table 38 (Continued)

## Traffic Impacts with the Implementation of Trip Reduction and ATCS Mitigation – Project with County Office Building Option

		Future Without Project Conditions		Future With Project Conditions			Future With Project with Mitigation Conditions					
		V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact	Mitigates Impact
29	Broadway / Second St.	0.613	B	0.616	B	0.003	No	0.597	A	-0.016	No	
30	Broadway / Fourth St.	0.474	A	0.489	A	0.015	No	0.476	A	0.002	No	
31	Spring St. / First St.	0.592	A	0.609	B	0.017	No	0.592	A	0.000	No	
32	Spring St. / Second St.	0.609	B	0.612	B	0.003	No	0.596	A	-0.013	No	
<b>B. P.M Peak Hour</b>												
1	Figueroa St. / Third St.	0.965	E	0.985	E	0.020	Yes	0.957	E	-0.008	No	Full
2	Figueroa St. / Fifth St.	0.781	C	0.795	C	0.014	No	0.772	C	-0.009	No	
3	Figueroa St. / Sixth St.	0.650	B	0.658	B	0.008	No	0.640	B	-0.010	No	
4	I-110 Off Ramp / Temple St.	0.409	A	0.413	A	0.004	No	0.402	A	-0.007	No	
5	Hope St. / Temple St. / US-101 Ramps	0.971	E	1.015	F	0.044	Yes	0.985	E	0.014	Yes	Partial
6	Hope St. / First St.	0.733	C	0.830	D	0.097	Yes	0.806	D	0.073	Yes	Partial
7	Hope St. / GTK Way / Second Place	0.776	C	0.845	D	0.069	Yes	0.822	D	0.046	Yes	Partial
8	Flower St. / Third St.	0.546	A	0.569	A	0.023	No	0.552	A	0.006	No	
9	Flower St. / Fifth St.	0.517	A	0.535	A	0.018	No	0.519	A	0.002	No	
10	Flower St. / Sixth St.	0.498	A	0.515	A	0.017	No	0.500	A	0.002	No	
11	Grand Ave. / US-101 Ramps / I-110 Ramps	0.994	E	1.100	F	0.106	Yes	1.064	F	0.070	Yes	Partial
12	Grand Ave. / Temple St.	0.844	D	0.896	D	0.052	Yes	0.868	D	0.024	Yes	Partial
13	Grand Ave. / First St.	0.850	D	0.918	E	0.068	Yes	0.889	D	0.039	Yes	Partial
14	Grand Ave. / Upper Second St.	0.504	A	0.708	C	0.204	Yes	0.689	B	0.185	No	Full
15	Grand Ave. / Fifth St.	0.565	A	0.597	A	0.032	No	0.580	A	0.015	No	
16	Olive St. / First St.	0.627	B	0.801	D	0.174	Yes	0.770	C	0.143	Yes	Partial
17	Olive St. / Second St.	0.406	A	0.583	A	0.177	No	0.567	A	0.161	No	
18	Olive St. / Fourth St.	0.653	B	0.740	C	0.087	Yes	0.719	C	0.066	Yes	Partial
19	Olive St. / Fifth St.	0.812	D	0.858	D	0.046	Yes	0.833	D	0.021	Yes	Partial
20	Olive St. / Sixth St.	0.486	A	0.513	A	0.027	No	0.499	A	0.013	No	
21	Hill St. / Temple St.	0.933	E	0.941	E	0.008	No	0.915	E	-0.018	No	
22	Hill St. / First St.	0.911	E	0.947	E	0.036	Yes	0.920	E	0.009	No	Full
23	Hill St. / Second St.	0.679	B	0.845	D	0.166	Yes	0.813	D	0.134	Yes	Partial

Table 38 (Continued)

## Traffic Impacts with the Implementation of Trip Reduction and ATCS Mitigation – Project with County Office Building Option

		Future Without Project Conditions		Future With Project Conditions				Future With Project with Mitigation Conditions				
		V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact	Mitigates Impact
24	Hill St. / Third St.	1.018	F	1.103	F	0.085	Yes	1.064	F	0.046	Yes	Partial
25	Hill St. / Fourth St.	0.760	C	0.851	D	0.091	Yes	0.819	D	0.059	Yes	Partial
26	Hill St. / Sixth St.	0.586	A	0.609	B	0.023	No	0.591	A	0.005	No	
27	Broadway / Temple St.	0.834	D	0.866	D	0.032	Yes	0.842	D	0.008	No	Full
28	Broadway / First St.	0.841	D	0.939	E	0.098	Yes	0.908	E	0.067	Yes	Partial
29	Broadway / Second St.	0.748	C	0.768	C	0.020	No	0.746	C	-0.002	No	
30	Broadway / Fourth St.	0.646	B	0.678	B	0.032	No	0.657	B	0.011	No	
31	Spring St. / First St.	0.582	A	0.622	B	0.040	No	0.603	B	0.021	No	
32	Spring St. / Second St.	0.509	A	0.517	A	0.008	No	0.503	A	-0.006	No	

- Broadway / First Street (LOS E)
- Grand Avenue / US-101 / I-110 Ramps (LOS F)
- Hill Street / Third Street (LOS F)

All of these intersections would continue to operate at LOS D or better, except for two that would operate at LOS E in the P.M. peak hour (Hope Street / Temple St. / US-101 Ramps, and Broadway / First Street), and two that would operate at LOS F in the P.M. peak hour (Grand Avenue / US-101 / I-110 Ramps, and Hill Street / Third Street).

With the exception of ATCS and trip reduction mitigation measures (Mitigation Measures B-5 through B-11), no other feasible mitigation measures are available to the Project to reduce significant traffic impacts to less than significant levels. The feasibility of specific intersection improvements was investigated for the remaining intersection locations where the Project would cause significant traffic impacts, particularly resulting in level of service LOS E or LOS F. In conjunction with LADOT staff, it was determined that re-striping traffic lanes and/or adding traffic lanes to modify intersection lane configurations, roadway widening, and potential changes to signal timing and phasing would not be feasible. Roadway widening was not considered feasible due to lack of available right-of-way because of existing buildings or lack of control over adjacent right-of-way. Lane re-striping was not considered feasible as it would result in inadequate lane widths; and signal timing/phasing changes were not considered feasible as they would worsen rather than improve intersection operations or potentially cause other problems and/or impacts elsewhere. Therefore, the Project would result in potentially significant and unavoidable traffic impacts.

### **(ii) CMP and Freeway Impacts**

The analysis of CMP and freeway impacts concluded that two significant traffic impacts on the freeway system would occur under this Project Option. The Project with County Office Building would cause an incremental increase in the D/C ratio of 0.021 at the US-101 Hollywood Freeway between Grand Avenue and Hill Street, and an incremental increase in D/C ratio of 0.020 at the US-101 Hollywood Freeway north of Vignes Street (a CMP location), both in the P.M. peak hour. Both would be at or very slightly above the threshold of significance.

The effect of the trip reduction program for the County Office Building (Mitigation Measure B-5) would reduce the significant impact on the Hollywood Freeway north of Vignes Street to less than a significant level, thereby eliminating the impact at the CMP location. As such, no significant, unavoidable impacts on CMP and freeway segments would occur. The P.M. peak hour service levels, after mitigation, are summarized in Table 39 on page 327.

Table 39

## Freeway Impact Analysis – P.M. Peak Hour – Project with County Office Building Option

No.	Freeway Segments	CMP Locat ion	DIR	Existing (2005)				Cumulative (2015) Base				Project Trips	Cumulative + Project (2015)				Change in D/C	Significant Impact
				Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS		Demand	Capacity	D/C	LOS		
1	I-10 at Budlong Ave. <sup>a</sup>	Yes	EB	18,620	12,500	1.490	F(3)	20,568	12,500	1.645	F(3)	100	20,668	12,500	1.653	F(3)	0.008	No
			WB	18,620	12,500	1.490	F(3)	20,568	12,500	1.645	F(3)	110	20,678	12,500	1.654	F(3)	0.009	No
2	I - 10 East of Los Angeles Street <sup>b</sup>	No	EB	9,020	8,000	1.128	F(0)	9,964	8,000	1.245	F(0)	0	9,964	8,000	1.245	F(0)	0.000	No
			WB	7,080	8,000	0.885	D	7,821	8,000	0.978	E	0	7,821	8,000	0.978	E	0.000	No
3	I - 10 at East Los Angeles City Limit <sup>a</sup>	Yes	EB	12,365	12,000	1.030	F(0)	13,659	12,000	1.138	F(0)	47	13,706	12,000	1.142	F(0)	0.004	No
			WB	9,055	12,000	0.755	C	10,002	12,000	0.834	D	37	10,039	12,000	0.837	D	0.003	No
4	US - 101 south of Santa Monica Blvd. <sup>a</sup>	Yes	NB	11,100	8,000	1.388	F(2)	12,261	8,000	1.533	F(3)	103	12,364	8,000	1.546	F(3)	0.013	No
			SB	10,280	8,000	1.285	F(1)	11,356	8,000	1.419	F(2)	85	11,441	8,000	1.430	F(2)	0.011	No
5	US - 101 from Alvarado St. to Glendale Blvd. <sup>b</sup>	No	NB	7,623	8,000	0.953	E	8,421	8,000	1.053	F(0)	89	8,510	8,000	1.064	F(0)	0.011	No
			SB	8,104	8,000	1.013	F(0)	8,952	8,000	1.119	F(0)	90	9,042	8,000	1.130	F(0)	0.011	No
6	US - 101 Grand Ave. to Hill St. <sup>b</sup>	No	NB	5,951	8,000	0.744	C	6,574	8,000	0.822	D	83	6,657	8,000	0.832	D	0.010	No
			SB	7,830	8,000	0.979	E	8,649	8,000	1.081	F(0)	160	8,809	8,000	1.101	F(0)	0.020	Yes
7	US - 101 north of Vignes St. <sup>a</sup>	Yes	NB	6,693	10,000	0.669	C	7,393	10,000	0.739	C	116	7,509	10,000	0.751	C	0.012	No
			SB	11,099	8,000	1.387	F(2)	12,260	8,000	1.533	F(3)	146	12,406	8,000	1.551	F(3)	0.018	No
8	SR - 110 from Solano to Hill St. / Stadium Way <sup>b</sup>	No	NB	5,213	6,000	0.869	D	5,758	6,000	0.960	E	100	5,858	6,000	0.976	E	0.017	No
			SB	6,231	6,000	1.039	F(0)	6,883	6,000	1.147	F(0)	88	6,971	6,000	1.162	F(0)	0.015	No
9	SR - 110 at Alpine St. <sup>a</sup>	Yes	NB	9,026	6,000	1.504	F(3)	9,970	6,000	1.662	F(3)	75	10,045	6,000	1.674	F(3)	0.013	No
			SB	8,407	6,000	1.401	F(2)	9,287	6,000	1.548	F(3)	66	9,353	6,000	1.559	F(3)	0.011	No
10	SR - 110 south of US - 101 <sup>a</sup>	Yes	NB	12,007	8,000	1.501	F(3)	13,263	8,000	1.658	F(3)	31	13,294	8,000	1.662	F(3)	0.004	No
			SB	11,131	8,000	1.391	F(2)	12,296	8,000	1.537	F(3)	37	12,333	8,000	1.542	F(3)	0.005	No
11	SR - 110 from Olympic Blvd. to Pico Blvd. <sup>b</sup>	No	NB	7,722	8,000	0.965	E	8,530	8,000	1.066	F(0)	130	8,660	8,000	1.082	F(0)	0.016	No
			SB	9,231	8,000	1.154	F(0)	10,197	8,000	1.275	F(1)	145	10,342	8,000	1.293	F(1)	0.018	No
12	SR - 110 at Slauson Ave. <sup>a</sup>	Yes	NB	8,550	8,000	1.069	F(0)	9,445	8,000	1.181	F(0)	100	9,545	8,000	1.193	F(0)	0.013	No
			SB	12,155	8,000	1.519	F(3)	13,427	8,000	1.678	F(3)	113	13,540	8,000	1.692	F(3)	0.014	No
13	SR - 60 at Indiana Street <sup>a</sup>	Yes	EB	15,425	12,000	1.285	F(1)	17,039	12,000	1.420	F(2)	47	17,086	12,000	1.424	F(2)	0.004	No
			WB	6,445	12,000	0.537	B	7,119	12,000	0.593	C	37	7,156	12,000	0.596	C	0.003	No
14	I - 5 north of Stadium Way <sup>a</sup>	Yes	NB	12,855	10,000	1.286	F(1)	14,200	10,000	1.420	F(2)	50	14,250	10,000	1.425	F(2)	0.005	No
			SB	10,560	10,000	1.056	F(0)	11,665	10,000	1.166	F(0)	44	11,709	10,000	1.171	F(0)	0.004	No

<sup>a</sup> Existing demand (factored from 2003 to 2005 conditions) and capacity obtained from LACMTA "2004 Congestion Management Program for Los Angeles County".

<sup>b</sup> Existing demand (factored from 2004 to 2005 conditions) from Caltrans " 2004 California State Highway Traffic Volumes". Existing capacity calculated using 2000 vehicles per lane.

Source: The Mobility Group, 2006.

### **(b) Project with Additional Residential Development Option(i) Traffic Impacts – Project Operation**

The implementing of an ATCS program would mitigate all six significant impacts in the A.M. peak hour and 10 of 17 significant impacts in the A.M. peak hour to a less than significant level. The mitigation measure would reduce the magnitude of the remaining significant impacts, but would not to the level of insignificance.

As shown in Table 40 on page 329 the seven following intersections would continue to be significantly and unavoidably impacted in the P.M. peak hour:

- Olive Street / First Street (LOS C)
- Olive Street / Fourth Street (LOS C)
- Hill Street / Second Street (LOS C)
- Hope Street / First Street (LOS D)
- Hope Street / GTK Way / Second Place (LOS D)
- Broadway / First Street (LOS D)
- Grand Avenue / US-101 / I-110 Ramps (LOS F)

As can be seen from the above list, all of the significantly impacted intersections would continue to operate at LOS D or better, except for intersection of Grand Avenue / US-101 / I-110 Ramps, which would operate at LOS F in the P.M. peak hour. Although traffic impacts would not be as great as under the Project with County Office Building Option, since no other feasible mitigation measures exist to bring impacts to a less than significant level, traffic impacts are concluded to be significant and unavoidable.

### **(ii) CMP and Freeway Impacts**

The Project with Additional Residential Development Option would not cause any significant CMP of other freeway impacts.

### **c. Civic Mall**

Early evening events in the Civic Park, or events associated with concerts/programs at the Music Center and the Walt Disney Concert Hall, may worsen traffic conditions in the Project

Table 40

## Traffic Impacts with the Implementation of Trip Reduction and ATCS Mitigation – Project with Additional Residential Development Option

		Future Without Project Conditions		Future With Project Conditions			Future With Project with Mitigation Conditions					
		V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact	Mitigates Impact
<b>A. A.M Peak Hour</b>												
1	Figueroa St. / Third St.	0.827	D	0.838	D	0.011	No	0.815	D	-0.012	No	
2	Figueroa St. / Fifth St.	0.487	A	0.493	A	0.006	No	0.479	A	-0.008	No	
3	Figueroa St. / Sixth St.	0.626	B	0.629	B	0.003	No	0.612	B	-0.014	No	
4	I-110 Off Ramp / Temple St.	0.398	A	0.400	A	0.002	No	0.389	A	-0.009	No	
5	Hope St. / Temple St. / US-101 Ramps	0.902	E	0.921	E	0.019	Yes	0.896	D	-0.006	No	Full
6	Hope St. / First St.	0.925	E	0.935	E	0.010	Yes	0.910	E	-0.015	No	Full
7	Hope St. / GTK Way / Second Place	0.420	A	0.452	A	0.032	No	0.440	A	0.020	No	
8	Flower St. / Third St.	0.671	B	0.678	B	0.007	No	0.660	B	-0.011	No	
9	Flower St. / Fifth St.	0.439	A	0.449	A	0.010	No	0.437	A	-0.002	No	
10	Flower St. / Sixth St.	0.528	A	0.535	A	0.007	No	0.520	A	-0.008	No	
11	Grand Ave. / US-101 Ramps / I-110 Ramps	0.693	B	0.722	C	0.029	No	0.702	C	0.009	No	
12	Grand Ave. / Temple St.	0.930	E	0.925	E	-0.005	No	0.899	D	-0.031	No	
13	Grand Ave. / First St.	0.791	C	0.817	D	0.026	Yes	0.795	C	0.004	No	Full
14	Grand Ave. / Upper Second St.	0.537	A	0.680	B	0.143	No	0.662	B	0.125	No	
15	Grand Ave. / Fifth St.	0.487	A	0.503	A	0.016	No	0.490	A	0.003	No	
16	Olive St. / First St.	0.531	A	0.600	A	0.069	No	0.583	A	0.052	No	
17	Olive St. / Second St.	0.283	A	0.386	A	0.103	No	0.376	A	0.093	No	
18	Olive St. / Fourth St.	0.437	A	0.491	A	0.054	No	0.478	A	0.041	No	
19	Olive St. / Fifth St.	0.623	B	0.661	B	0.038	No	0.643	B	0.020	No	
20	Olive St. / Sixth St.	0.402	A	0.412	A	0.010	No	0.400	A	-0.002	No	
21	Hill St. / Temple St.	0.762	C	0.811	D	0.049	Yes	0.788	C	0.026	No	Full
22	Hill St. / First St.	0.744	C	0.760	C	0.016	No	0.740	C	-0.004	No	
23	Hill St. / Second St.	0.765	C	0.792	C	0.027	No	0.770	C	0.005	No	
24	Hill St. / Third St.	0.968	E	0.986	E	0.018	Yes	0.959	E	-0.009	No	Full
25	Hill St. / Fourth St.	0.518	A	0.543	A	0.025	No	0.528	A	0.010	No	
26	Hill St. / Sixth St.	0.457	A	0.467	A	0.010	No	0.454	A	-0.003	No	
27	Broadway / Temple St.	0.858	D	0.867	D	0.009	No	0.843	D	-0.015	No	
28	Broadway / First St.	0.824	D	0.863	D	0.039	Yes	0.839	D	0.015	No	Full

Table 40 (Continued)

## Traffic Impacts with the Implementation of Trip Reduction and ATCS Mitigation – Project with Additional Residential Development Option

		Future Without Project Conditions		Future With Project Conditions			Future With Project with Mitigation Conditions					
		V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact	Mitigates Impact
29	Broadway / Second St.	0.613	B	0.617	B	0.004	No	0.600	A	-0.013	No	
30	Broadway / Fourth St.	0.474	A	0.490	A	0.016	No	0.477	A	0.003	No	
31	Spring St. / First St.	0.592	A	0.610	B	0.018	No	0.593	A	0.001	No	
32	Spring St. / Second St.	0.609	B	0.612	B	0.003	No	0.596	A	-0.013	No	
<b>B. P.M Peak Hour</b>												
1	Figueroa St. / Third St.	0.965	E	0.980	E	0.015	Yes	0.954	E	-0.011	No	Full
2	Figueroa St. / Fifth St.	0.781	C	0.790	C	0.009	No	0.769	C	-0.012	No	
3	Figueroa St. / Sixth St.	0.650	B	0.658	B	0.008	No	0.640	B	-0.010	No	
4	I-110 Off Ramp / Temple St.	0.409	A	0.412	A	0.003	No	0.401	A	-0.008	No	
5	Hope St. / Temple St. / US-101 Ramps	0.971	E	0.999	E	0.028	Yes	0.972	E	0.001	No	Full
6	Hope St. / First St.	0.733	C	0.832	D	0.099	Yes	0.809	D	0.076	Yes	Partial
7	Hope St. / GTK Way / Second Place	0.776	C	0.845	D	0.069	Yes	0.821	D	0.045	Yes	Partial
8	Flower St. / Third St.	0.546	A	0.564	A	0.018	No	0.548	A	0.002	No	
9	Flower St. / Fifth St.	0.517	A	0.529	A	0.012	No	0.514	A	-0.003	No	
10	Flower St. / Sixth St.	0.498	A	0.513	A	0.015	No	0.499	A	0.001	No	
11	Grand Ave. / US-101 Ramps / I-110 Ramps	0.994	E	1.068	F	0.074	Yes	1.039	F	0.045	Yes	Partial
12	Grand Ave. / Temple St.	0.844	D	0.877	D	0.033	Yes	0.853	D	0.009	No	Full
13	Grand Ave. / First St.	0.850	D	0.890	D	0.040	Yes	0.866	D	0.016	No	Full
14	Grand Ave. / Upper Second St.	0.504	A	0.714	C	0.210	Yes	0.695	B	0.191	No	Full
15	Grand Ave. / Fifth St.	0.565	A	0.588	A	0.023	No	0.572	A	0.007	No	
16	Olive St. / First St.	0.627	B	0.753	C	0.126	Yes	0.733	C	0.106	Yes	Partial
17	Olive St. / Second St.	0.406	A	0.599	A	0.193	No	0.582	A	0.176	No	
18	Olive St. / Fourth St.	0.653	B	0.743	C	0.090	Yes	0.723	C	0.070	Yes	Partial
19	Olive St. / Fifth St.	0.812	D	0.851	D	0.039	Yes	0.828	D	0.016	No	Full
20	Olive St. / Sixth St.	0.486	A	0.513	A	0.027	No	0.499	A	0.013	No	
21	Hill St. / Temple St.	0.933	E	0.938	E	0.005	No	0.913	E	-0.020	No	
22	Hill St. / First St.	0.911	E	0.941	E	0.030	Yes	0.915	E	0.004	No	Full
23	Hill St. / Second St.	0.679	B	0.803	D	0.124	Yes	0.781	C	0.102	Yes	Partial

Table 40 (Continued)

## Traffic Impacts with the Implementation of Trip Reduction and ATCS Mitigation – Project with Additional Residential Development Option

		Future Without Project Conditions		Future With Project Conditions				Future With Project with Mitigation Conditions				
		V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact	Mitigates Impact
24	Hill St. / Third St.	1.018	F	1.050	F	0.032	Yes	1.021	F	0.003	No	Full
25	Hill St. / Fourth St.	0.760	C	0.802	D	0.042	Yes	0.781	C	0.021	No	Full
26	Hill St. / Sixth St.	0.586	A	0.603	B	0.017	No	0.587	A	0.001	No	
27	Broadway / Temple St.	0.834	D	0.866	D	0.032	Yes	0.843	D	0.009	No	Full
28	Broadway / First St.	0.841	D	0.918	E	0.077	Yes	0.893	D	0.052	Yes	Partial
29	Broadway / Second St.	0.748	C	0.767	C	0.019	No	0.746	C	-0.002	No	
30	Broadway / Fourth St.	0.646	B	0.667	B	0.021	No	0.648	B	0.002	No	
31	Spring St. / First St.	0.582	A	0.611	B	0.029	No	0.595	A	0.013	No	
32	Spring St. / Second St.	0.509	A	0.518	A	0.009	No	0.504	A	-0.005	No	



area during the P.M. peak hour. The number of such events would be infrequent and would not occur on a regular basis. Although Civic Park traffic impacts would be temporary in nature, impacts may, on occasion, be significant in magnitude. Annual events, festivals, and holiday events could also potentially have temporary and short-term (one-time) significant traffic impacts. Therefore, on occasion, the size of the event and other factors may cause Civic Park traffic impacts to be significant and unavoidable.

#### **d. Parking**

##### **(1) Residential Parking Impacts**

Neither the Project with County Office Building Option or the Project with Additional Residential Development Option would exceed its residential parking demand. However, neither option would comply with the Deputy Advisory Agency Residential Policy (DAARP) policy, which requires 2.5 spaces per dwelling unit. As the proposed residential supply under both Project options would be less than the Advisory Agency Policy requirements, the Project is seeking an exception from that policy. Should the exception be granted, which would occur after certification of the Final EIR by the Lead Agency, but concurrently with action on the entitlements requested from the City, this significant residential parking impact would be eliminated. However, until the exception is granted, it is conservatively concluded that for the purposes of CEQA there would be a significant and unavoidable impact.

##### **(2) Commercial Parking Impacts**

Sufficient parking would be provided to meet both the Municipal Code requirements and parking demands for the both Project options, with the exception that the Parcel Q parking garage will be short by 145 to 258 spaces on weekday evenings and on weekends. This could be accommodated in currently available surplus public parking at other garages on Bunker Hill on the evenings and weekends. Therefore, no significant, unavoidable commercial parking impacts would occur.

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## **IV. ENVIRONMENTAL IMPACT ANALYSIS**

### **C. AESTHETICS AND VISUAL RESOURCES**

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#### **1. INTRODUCTION**

This section will address the potential impacts that could result from the proposed Project with regard to visual quality, views, light and glare, and shade/shadow. The analysis addresses potential Project impacts with regard to the following issues: (1) visual quality, (2) views, (3) light and glare, and (4) shade/shadow. The analysis of the Project with County Office Building Option is presented first, followed by a separate discussion of the Project with Additional Residential Development Option. References to the “Project,” alone, are intended to address both the Project with County Office Building Option and the Project with Additional Residential Development Option.

Visual quality refers to the overall aesthetic qualities of an area or within a given field of view. Visual quality includes aspects such as size, shape, color, texture, and general composition, as well as the relationships between these elements. Aesthetic features often consist of unique or prominent natural or man-made attributes or several small features that, when viewed together, create a whole that is visually interesting or appealing. The degree of visual access to an aesthetic resource contributes to the value of aesthetic features. The analysis of aesthetics as presented below addresses the Project’s visual relationship with existing and future known land uses in the surrounding area, as well as consistency of the proposed Project with the applicable regulatory environment (e.g., Central City Community Plan, Bunker Hill Redevelopment Plan).

The analysis of views focuses on the extent to which the Project may interfere with visual access to aesthetic features. Views or viewsheds are those areas that can be seen from a particular location. Existing views may be partially obstructed or entirely blocked by modifications to the environment. Conversely, modifications to the natural or man-made landscape of an area may create or enhance view opportunities. In general, visual access is closely tied to topography and distance from a visual resource (i.e., something that someone wants to look at).

Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Artificial light may be generated from point sources (e.g., a lit sign), as well as from indirect sources (e.g., reflected light). Uses such as residences, hospitals, and hotels are considered light sensitive since they are typically occupied by persons who have expectations for privacy during evening hours and who are subject to disturbance by bright light sources.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare can also be produced during evening and nighttime hours by artificial light sources, such as illuminated signage and vehicle headlights. Glare-sensitive uses generally include residences and transportation corridors (i.e., roadways).

Shade/shadow is of interest as new buildings can cast shadows onto existing buildings and/or outdoor open spaces used for recreational and outdoor dining purposes. Shading is a common and expected quality in urban areas, and it is often considered a beneficial feature of the environment when it provides cover from excess sunlight and heat. However, it can have an adverse impact if the blockage of direct sunlight substantially affects adjacent properties or when it interferes with the performance of sun-related activities.

## **2. ENVIRONMENTAL SETTING**

### **a. Existing Visual Environment**

#### **(1) Topography**

The rolling terrain created by Bunker Hill is the area's primary topographic feature. Grand Avenue, which crosses the crest of Bunker Hill in a north-south direction, drops gradually to the south, from a high of approximately 400 feet above mean sea level (msl) just south of the Walt Disney Concert Hall to 395 feet above msl at Third Street. At Fourth Street, Grand Avenue drops sharply to approximately 355 feet above msl. In the vicinity of First and Temple Streets, Grand Avenue is approximately 386 feet above msl, dropping to the north to approximately 361 feet above msl at Cesar E. Chavez Avenue. First Street, which crosses Bunker Hill in an east-west direction, drops to the west from a high point of 387 feet above msl at Grand Avenue to 340 feet above msl at Figueroa Street. To the east, First Street drops to approximately 351 feet above msl at Olive Street and to 322 feet above msl at Hill Street. The hilly terrain in the Bunker Hill area contributes to the unique aesthetic character of Grand Avenue, Civic Center Mall, and the five development parcels.<sup>47</sup> Grand Avenue's placement along the high point of Bunker Hill gives visual prominence to the street and affords views through cross streets (east-west view

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<sup>47</sup> Elevations are derived from USGS (2005) - Google Earth Pro.

corridors). The dropping terrain from Grand Avenue to Spring Street also enables the existing terracing and cascading effect of the Civic Center Mall. The terrain also contributes to the potential for stateliness and drama in any future development in parcels located at the crest of the hill, including Parcels L, M-2, and Q.

## **(2) Project Site**

### **(a) Grand Avenue Streetscape (Fifth Street to Cesar E. Chavez Avenue)**

Within this section of Grand Avenue are landmark venues and architecturally interesting buildings, including MOCA, the Colburn School of Performing Arts, the Walt Disney Concert Hall, and the Los Angeles Music Center. The latter contains the Dorothy Chandler Pavilion, the Mark Taper Forum, and the Ahmanson Theater. Grand Avenue also passes along the west edges of the Civic Center Mall, the Los Angeles County Court House, and the County Hall of Administration, across from the Los Angeles Music Center. North of Temple Street, Grand Avenue passes the Cathedral of Our Lady of the Angels and, north of the Hollywood Freeway, Grand Avenue passes by the future Central Los Angeles Performing Arts Senior High School, currently under construction. These destination venues create a unifying urban and cultural theme. Although the street frontage is notable due to the exceptional buildings and activities occurring along its edges, gaps generally occur in the continuity of pedestrian activity, including daytime and pedestrian nighttime activity. Although evening activity is higher in the area of the Los Angeles Music Center and the Walt Disney Concert Hall, evening pedestrian activity on Grand Avenue, generated by visitors to these venues, is partially reduced by the tunnel access below Grand Avenue to the Music Center from the parking structures below the Civic Center Mall. Evening pedestrian activity is also reduced due to the low number of after-theater destinations, such as restaurants and bars, available in the vicinity.

The existing Grand Avenue streetscape between Fifth Street and Cesar E. Chavez Avenue consists of sidewalks and a variety of architecturally interesting buildings interspersed with undeveloped sites. In the vicinity of Third Street and Grand Avenue, California Plaza, Wells Fargo Center, Omni Hotel, and the Grand Promenade Tower, provide several plazas and other aesthetic amenities, including fountains and the Water Court, that are directly accessible from the Grand Avenue sidewalk. South of Third Street, Grand Avenue drops sharply in elevation and few amenities are available in the exiting street front and streetscape. North of Third Avenue, between MOCA and First Street, the east side of Grand Avenue features concrete sidewalks leading to the main entrances of MOCA and the Colburn School of Performing Arts. Although both of these buildings are architecturally interesting, few street amenities and minimal landscape is located along their frontages. Parcel Q is located between the Colburn School of Performing Arts and First Street. Parcel Q is currently developed with a parking structure, which is partially obscured from visibility from the street and sidewalk by a chain-link fence and shrubbery and vines. Since the parking structure is of an open, steel-frame construction, the

second-to-the-top and top levels are visible from the Grand Avenue sidewalk and street. The top surface parking level, rising above the chain-link fence, is entirely visible from the street and sidewalk.

The west side of Grand Avenue, between First Street and Third Street, with the exception of street-front retail space associated with the Walt Disney Concert Hall and a street-side restaurant associated with the Grand Promenade Tower at the northwest corner of Third Street and Grand Avenue, offers minimal aesthetic features. The streetscape along the Walt Disney Concert Hall consists only of sidewalks and the visual amenity of the building's unique architecture and no amenities exist along the frontages of Parcels L and M-2. As shown in Photograph 1, Figure 20 on page 337, although sidewalks fronting the Walt Disney Concert Hall were upgraded during the construction of the Walt Disney Concert Hall and include sidewalks with decorative pavement, no trees, seating, or other pedestrian amenities, with the exception of the street-front retail use, are located along its frontage. As shown in Photograph 2, Figure 20, Parcels M-2 and L currently drop below the street level and are separated from the Grand Avenue sidewalk by the grade difference and a steel guardrail. As shown in Photograph 2, Figure 20, no landscaping is located along the Grand Avenue frontage of Parcels L and M-2.

Landscaping and other streetscape features are also minimal along Grand Avenue, between Temple Street and Cesar E. Chavez Avenue. As shown in Photograph 3, Figure 21 on page 338, single-head pedestrian lights and a newly planted row of street trees associated with Our Lady of the Angels Cathedral comprise the only amenities along the east side of Grand Avenue, north of Temple Street. Between the Cathedral of Our Lady of Angels site and Cesar E. Chavez Avenue, Grand Avenue bridges over the Hollywood Freeway and passes the future Los Angeles Performing Arts High School site. Street trees, as required by the City Code, would be installed along the future high school site. As shown in Photograph 4, Figure 21, several palm trees on the east side of Grand Avenue and a single sidewalk tree on the west side of Grand Avenue are planted on the freeway over-crossing. The Center Theater Group Building, a plain, two-story commercial building fronts the east side of Grand Avenue, north of Temple Street. As shown in Photograph 4, no landscaping or other aesthetic amenities are located along this building frontage. North of the freeway bridge, the west side of Grand Avenue is primarily dominated by freeway entrances and exits. A Burger King fast food restaurant is located between the freeway entrance/exit streets and Cesar E. Chavez Avenue. With the exception of plantings along the Grand Avenue frontage of the Cathedral of Our Lady of the Angels, the streetscape north of Temple Street exhibits no particular continuity and contains no pedestrian or other aesthetic amenities.

South of Temple Street, in the vicinity of the Los Angeles Music Center, sidewalks are richly landscaped with double rows of street trees and pedestrian amenities, including benches and pedestrian lighting. The streetscape along the west side of Grand Avenue includes an outdoor dining area associated with the Music Center brasserie. The streetscape along the Music Center is depicted in Photograph 5, Figure 22 on page 339. At the east side of Grand Avenue,



**Photograph 1:** Existing streetscape and sidewalk plaza at the southwest corner of First Street and Grand Avenue, viewed from Parcel Q. The Walt Disney Concert Hall, directly across Grand Avenue from Parcel Q, is on the left and the Dorothy Chandler Auditorium, at the north side of First Street, is on right of the photograph. Minimal landscaping is evident along the west side of Grand Avenue, south of First Street.



**Photograph 2:** Northerly view of the existing sidewalk on Grand Avenue. Parcels L and M-2, which currently serve as surface parking lots, are visible in the left of the photograph. Second Avenue, which divides Parcels L and M-2, is also visible in the left of the photograph. Second Avenue bridges under Grand Avenue at this point.





**Photograph 3:** Northerly view of the Grand Avenue sidewalk from the northeast corner of Temple Street and Grand Avenue, with the Cathedral of Our Lady of the Angels on the right. Although a double row of canopy trees has been planted along the Cathedral frontage, streetscape on the east side of Grand Avenue north of Temple Street is minimal.



**Photograph 4:** Northerly view of the Grand Avenue sidewalk from the northeast corner of Temple Street and Grand Avenue, with the Center Theater Group Building on the left. Landscaping on the west side of Grand Avenue north of Temple Street is minimal.



**Photograph 5:** Northerly view of the existing landscaping on the west side of Grand Avenue, north of First Street. The Los Angeles Music Center and brasserie, with sidewalk dining, is on the left. The pavement décor and double row of canopy trees create a welcome streetscape conducive to pedestrian activity.



**Photograph 6:** The east portal of the pedestrian tunnel leading under Grand Avenue to the Los Angeles Music Center is visible on the right of the photograph. The grade difference between the westerly Civic Mall and the Music Center is evident in the height of the wall in the center of the photograph. Landscaping in the foreground is typical of the west segment of Civic Mall.



between Temple Street and First Street, pedestrian amenities and aesthetic features, including pedestrian lighting, seating, mature landscaping and street trees are also featured along the Grand Avenue frontages of the Kenneth Hahn Hall of Administration and the Los Angeles County Courthouse. However, as also shown in Photograph 6, Figure 22, due to the drop in elevation between the Civic Center Mall and Grand Avenue, pedestrian amenities, including visual access into the Civic Center Mall along the Grand Avenue frontage, are minimal.

### **(b) Civic Center Mall**

The existing Civic Center Mall consists of paved public open space with landscaping. The Civic Center Mall drops to the east by a series of staircases within the mall and along Grand Avenue, Hill Street, and Broadway. The western section of the Civic Center Mall, located between Grand Avenue and Hill Street is an approximately two-block-long area constructed over a 1,274-space subterranean parking structure. The parking structure entrances, consisting of wide entrance ramps and street-level signage for the parking structures are the dominant visual features on both Grand Avenue and Hill Street. Although staircases lead from Grand Avenue into the park, as shown in Photograph 7, Figure 23 on page 341, the mall is generally obscured from view from Grand Avenue by a low concrete wall along the sidewalk frontage (also shown in Photograph 7) and by the parking structure entrances. Views into the Civic Center Mall are also not available from the north and south due to the long edifices of the Los Angeles County Courthouse on First Street and the Kenneth Hahn Hall of Administration on Temple Street. Since the County Courthouse is not oriented toward First Street, it has no primary entrances along this street, and the building exhibits a wall-like aspect, as viewed from the south. However, the entrances to the Hall of Administration and the County Courthouse along Grand Avenue are located within deep, landscaped setbacks with attractive mature trees. Architecturally, with the exception of entrances on Temple Street, the primary orientation of the buildings is toward the Civic Center Mall interior.

Within the Civic Center Mall, broad staircases and terraces lead to wide and architecturally interesting entrances into the buildings. Lawns, fountains, pools, gardens, and a Starbucks coffee shop with outdoor dining, are available to employees and visitors to the Hall of Administration and the County Courthouse. Broad staircases lead from the park to Hill Street. However, the area has an aspect of isolation from the surrounding area due to the blockage created by the civic buildings and the change in grade relative to Grand Avenue and Hill Street. In addition, since a primary access to the Civic Center Mall is by escalators from the underground parking structure, the use of the park is strongly oriented toward visitors and employees who use the parking structure, and not to the surrounding pedestrian community.

The eastern section of the Civic Center Mall, also called the Court of Flags, has a similar aspect of inaccessibility. Located between Hill Street and Broadway, it is enclosed on the north by the Los Angeles County Hall of Records and on the south by the Law Library. This section



**Photograph 7:** Easterly view of the crosswalk between Civic Mall and the Los Angeles Music Center. The existing concrete wall blocking direct access from the Music Center to Civic Mall is visible in the center of the photograph. The Los Angeles County Hall of Administration is visible in the left of the photograph and the County Hall of Records and City Hall are visible in the background.



**Photograph 8:** Easterly view toward City Hall from the Court of Flags, west of Broadway. Staircases leading to Broadway are visible in the foreground and the east segment of Civic Park, currently being used as a surface parking lot, is visible in the center of the photograph.

of the Civic Center Mall also has a considerable change in gradient in relation to the adjoining streets and is accessed by stairs and terraces leading down from Hill Street to Broadway. This section of the Civic Center Mall is also underlain by a subterranean parking garage and contains the northerly entrance plaza and escalators for the Red Line subway station. The Court of Flags is decoratively paved and features a central mall displaying world flags and banners. As with the westerly section of the Civic Center Mall, this area is landscaped with shade trees, gardens, and benches. Also, as with the westerly section of the Civic Center Mall, the terraces contribute to a pleasant pedestrian experience. At the Broadway end of the eastern segment of the Civic Center Mall, a broad staircase leads to Broadway. In this area, a seating area and an excellent view vantage point of City Hall is provided. The area east of the Civic Center Mall section, between Broadway and Spring Street, is entirely paved and is currently used as a surface parking lot. The Los Angeles City Hall is designed to face Spring Street and the entrance area exhibits a broad staircase leading to an arch-enclosed plaza. As shown in Photograph 8, Figure 23, the existing surface parking lot in front of City Hall, although vacant in the photograph, reduces the dramatic effect of the City Hall main entrance and disrupts the visual and physical continuity of the existing Civic Center Mall in relation to City Hall.

### **(c) Development Parcels**

All five Parcels proposed for development are currently utilized as vehicle parking lots and, with the exception of minimal screening landscaping along Grand Avenue and Hill Street, and, with the exception of the Red Line subway entrance, provide no visual amenities or contribution to the aesthetic value of the area. The south entrance to the Red Line subway, which is located at the northeast corner of Parcel W-2, provides architectural interest due to the backdrop created by the retaining wall for the parking lot and the unique design of the portal. The station entrance, which is designed in a circular pattern recessed from the sidewalk level, provides an appropriate blend of function with visual quality.

Parcel Q is occupied by a multi-level steel parking structure that provides limited screening of vehicles from adjacent streets and sidewalks. Parcels L and M-2 are located below grade along Grand Avenue and generally create an open space through which views of high-rise buildings and other elements of the cityscape are available.

## **(3) Surrounding Area**

### **(a) High-rise Environment**

The Project site is located on the north edge of the City's distinctive cluster of modern high-rise buildings, located primarily in the Financial District. The high-rise cluster, creates a skyline that is considered an aesthetic and visual resource. Particularly distinctive towers in the

vicinity of the Project site include the 54-story Wells Fargo tower, the 42- and 53-story California Plaza towers, and the 73-story US Bank tower.

Because of the high-quality architecture characterizing the downtown Los Angeles high-rise towers, individual structures and the combined structures, which form the existing skyline, are also considered aesthetic resources.<sup>48</sup> Individual, distinctive high-rise structures are depicted in the aerial photograph of downtown Los Angeles in Section II, Project Description (See Figure 21 on page 338). Prominent high-rise buildings located in the immediate vicinity of the Project, that contribute to the quality of the Los Angeles skyline, include the following:

- Grand Promenade Tower (28 stories) at Grand Avenue/Third Street;
- Wells Fargo Tower (54 stories) at Grand Avenue/Third Street;
- KMPG Tower (45 stories) at Grand Avenue/Fourth Street;
- One California Plaza Tower (42 stories) at Grand Avenue/Fourth Street;
- Two California Plaza Tower (52 stories) at Grand Avenue/ Fourth Street;
- Gas Company Tower (52 stories) at Grand Avenue/Fourth Street;
- US Bank Tower (73 stories) at Grand Avenue/Fifth Street;
- Biltmore Tower (25 stories) at Grand Avenue/Fifth Street;
- Mellon Bank (26 stories) at Grand Avenue/Hope Place;
- Bank of America Plaza (52 stories) at Hope/Third Streets
- City National Bank (55 stories) at Flower/Fifth Streets;

<sup>48</sup> *The Los Angeles CEQA Thresholds Guide (page L.1-1) defines “urban features that may contribute to a valued aesthetic character or image include: architectural or historic significance or visual prominence; public plazas, art or gardens; ... consistent design elements (such as setbacks, massing, height, and signage) along a street or district; pedestrian amenities; landscaped medians or park areas.” The methodology in the Thresholds Guide to determine aesthetic values provides no standards as to what specifically constitutes a structure of architectural significance or visual prominence. For the purpose of this report, a building that would be considered aesthetic by a majority of people and meets the general criteria in the CEQA Threshold Guide is considered an aesthetic resource. For instance, the Walt Disney Concert Hall is considered an aesthetic resource, since there is a consensus that it has visual prominence. The Los Angeles City Hall is considered an aesthetic resource, since there is consensus that it has visual prominence and historic significance. The aesthetics analysis is not attempting to evaluate historic significance, but the degree to which the historical and architectural qualities of a building add to its aesthetic significance. Historic significance does not, in itself, constitute an aesthetic resource.*

- Paul Hastings Tower (52 stories) at Flower/Fifth Streets;
- Westin Bonaventure Hotel (35 stories) at Flower/Fourth Streets;
- Bunker Hill Tower (32 stories) at Hope/First Streets;
- Bunker Hill West (19 stories) at Figueroa/First Streets;
- Bunker Hill South (19 stories) at Figueroa/Third Streets;
- One Bunker Hill Building (17 stories) at Grand Avenue/Fifth Street; and
- Angelus Plaza residential towers (17 stories) Olive Street/Second Street.

**(b) Other Distinguished Buildings and Settings**

The immediate Project vicinity is also characterized by architecturally or historically distinguished buildings,<sup>49</sup> which are considered aesthetic resources. These include the following:

- Walt Disney Concert Hall at Grand Avenue/First Street;
- Los Angeles Music Center, including the Dorothy Chandler Pavilion, Ahmanson Theater, and Mark Taper Forum, at Grand Avenue/First Street;
- MOCA at Grand Avenue /Second Street;
- Colburn School of the Performing Arts at Grand Avenue/Second Street;
- Cathedral of Our Lady of the Angels at Grand Avenue/Temple Street;
- City Hall at Spring/First Street;
- Landscaping and street trees on Grand Avenue associated with the Kenneth Hahn Hall of Administration and County Court House;
- Fountain and pools in Civic Center Mall
- Department of Water and Power Building at Hope/First Streets; and
- California Plaza Water Court at Grand Avenue/Second Street.

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<sup>49</sup> *Grand Avenue Project Historic Resources Technical Report, Appendix C of this Draft EIR.*

## (2) Views

The Central City, depending on weather conditions, is visible from many areas throughout the western portion of the Los Angeles Basin that are located south of the Santa Monica Mountains. Locations from where views of the City skyline exist include those within the city itself, surrounding residential and commercial areas as well as from more distant locations such as those along the Santa Monica, Harbor, Santa Ana, and Hollywood Freeways. View resources available in the area include (1) views of the Los Angeles skyline from near and distant view locations; (2) focal views of individual, distinctive buildings, such as the Walt Disney Concert Hall, the Los Angeles Music Center, the Cathedral of Our Lady of the Angels, and City Hall; (3) views of the surrounding urban environment from residential and commercial high-rise buildings; and (4) distant horizon or mountain views from the upper stories of the taller buildings in downtown residential buildings.

Views of the City of Los Angeles skyline toward the direction of the Project site are depicted in Photographs 9 through 12 (Figures 24 and 25 on pages 346 and 347, respectively). Photograph 9 in Figure 24 depicts the existing view of the downtown skyline from Echo Park, located approximately 1.5 miles northwest of the Project site (Parcels Q, W-1/W-2, L, and M-2). The view of the downtown skyline from the Whittier Boulevard bridge is depicted in Photograph 10 in Figure 24. The Whittier Bridge is located approximately 1.75 miles southwest of the Project site. Nearer views toward the Project area and adjacent downtown skyline are depicted in Photographs 11 and 12, in Figure 25. Photograph 11 shows the existing view from Figueroa Terrace at Beaudry Avenue toward the Project site and the downtown skyline. The intersection of Figueroa Terrace and Beaudry Avenue is located approximately 0.75 miles north of the Project site. Photograph 12 depicts the existing view of the downtown skyline toward the direction of the Project site from the First Street Bridge near Boylston Street. The bridge is located approximately 0.5 miles west of the Project site. As shown in Photographs 11 and 12, the City's high-rise cluster is prominent from public streets in the hilly residential area north of the Pasadena Freeway. This area, including the Dodger Stadium area, is developed along south-facing hills, which have direct views of the Los Angeles skyline. From this perspective, the Project site is located to the left of the existing cluster of high-rise buildings.

Prominent views of the downtown skyline are also available from public streets to the west of the downtown. As shown in Figure 25, the cluster of high-rises is visible from Beverly Boulevard, west of the Harbor Freeway. As with areas north of downtown, prominent views of the downtown skyline would also be available from the residential neighborhoods on east-facing slopes of the hills west of the Harbor Freeway and the east-facing streets leading toward the city center. The Project site would not be effectively visible from the south and southwest, due to the existing cluster of high-rise buildings at the south sides of Parcels Q, W-1/W-2, L, and M-2. Parcels Q, W-1/W-2, L, and M-2 would also not be visible from the northbound Harbor Freeway





**Photograph 9:** Southeasterly view of the downtown skyline from Echo Park. The Project site is located to the left of the existing high-rise cluster in the center of the photograph, and the Project's future towers would be visible from this perspective.



**Photograph 10:** Northwesterly view of the downtown skyline from the Whittier Bridge crossing the Los Angeles River. The existing Project site is located to the right of the existing high-rise cluster in the left of the photograph, and the Project's future towers would be visible in this perspective.

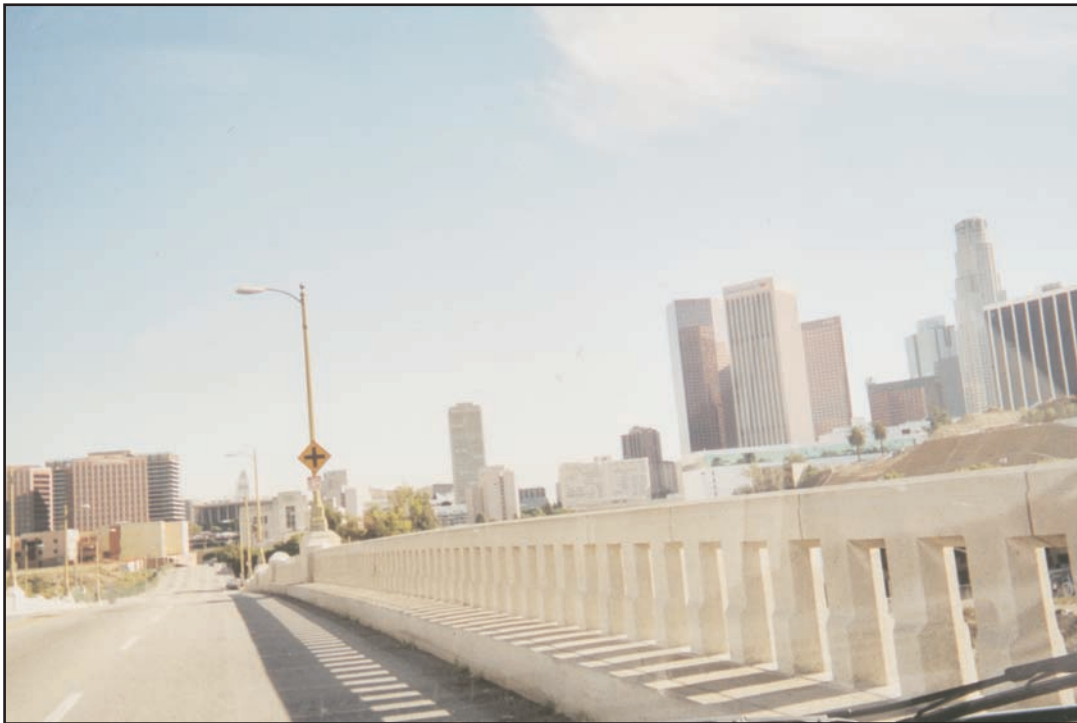


Figure 24  
Site Photograph 9 and 10

Source: PCR Services Corporation, 2006



**Photograph 11:** Southerly view of the downtown skyline from Figueroa Terrace north of the Pasadena Freeway. The Project site is located to the left of the existing high-rise cluster in the background of the photograph. The Project's future towers would be visible from this perspective.



**Photograph 12:** Easterly view of the downtown skyline from Beverly Boulevard west of the Harbor Freeway. The Project site is located in the center of the photograph, beyond the single high-rise structure (Bunker Hill Tower), visible in the center of the photograph. The Project's future towers would be prominent from this perspective. The top of City Hall tower is visible in the background of the photograph.



in the proximity of Third Street due to the low elevation of the freeway with respect to Grand Avenue.

Near views of the downtown skyline across Parcels W-1 and W-2 and Q are depicted in Photographs 13 and 14 in Figure 26 on page 349. As shown in Photograph 13, views from Hill and First Streets across Parcels W-1 and W-2 currently show prominent high-rise structures and skyline, including the 17-story Angelus Plaza residential towers, the Museum Tower, California Plaza towers, Wells Fargo Tower, and the Bank of America Plaza (333 Hope Street) tower. From this perspective the future addition to the Colburn School of Performing Arts would be visible just beyond Parcel W-1. As shown in Photograph 13, the 17-story Angelus Plaza residential high-rises are oriented to the east and west and have few direct views across Parcels W-1 and W-2. However, north-facing views across Parcels W-1 and W-2 would be available from the Museum Tower residential high-rise and California Plaza, as well as the future Colburn School addition.

In addition to the skyline, the Walt Disney Concert Hall is the most prominent landmark structure in the area, as viewed from westbound First Street, south of Grand Avenue. As shown in Photograph 14, the Walt Disney Concert Hall dominates the backdrop at the crest of Bunker Hill, with varied angular shapes and reflective sunlight creating a visually effective landmark structure. From the perspective of the Photograph 14, Parcel Q blocks a portion of the south section of the Walt Disney Concert Hall.

Photographs 15 and 16 in Figure 27 on page 350 depict near views from Grand Avenue across Parcels L, M-2, and Q. As shown in Photograph 15, the Grand Promenade Tower (Third Street and Grand Avenue) and the Bank of America Plaza tower (333 Hope Street) are visible in the southwest-facing views across Parcels L and M-2. In addition, high-rise residential towers associated with Bunker Hill South are visible in the background. The 32-story Bunker Hill Tower (located at First Street, between Hope and Figueroa Streets) would be visible in northeast-facing views across Parcels L and M-2. Views of the Civic Center and Walt Disney Concert Hall are currently available from the Grand Promenade Tower residential high-rise across Parcels M-2 and L.

As shown in Photograph 16, portions of the Los Angeles County Court House, the Los Angeles County Hall of Records, Los Angeles City Hall, the top of the Times-Mirror Building, and other older buildings are currently visible from Grand Avenue in east-facing views across Parcel Q. The top level of the existing parking structure in Parcel Q and intervening structures obscure much of the view of the older buildings from Grand Avenue, although these buildings would be visible from the Grand Promenade Tower and 333 Hope Street tower, and upper stories of Bunker Hill South. Views of the potential Los Angeles Civic Center Historic District would also be visible across Parcels M-2 and L from the upper stories of the Bunker Hill Promenade



**Photograph 13:** View of existing Parcels W-1 and W-2 from the northeast corner of Hill and First Streets. Seventeen-story residential towers in Angelus Plaza are located in the center of the photograph, just beyond Parcel W-2. The visible high-rise skyline includes the California Plaza towers, Wells Fargo tower, and the Bank of America Plaza (333 Hope Street) tower. The crane located in the center of the photograph is associated with an existing expansion project at the Colburn School of Performing Arts.



**Photograph 14:** View of the Walt Disney Concert Hall from westbound First Street. Parcel Q, currently occupied by a parking structure, is visible in the left of the photograph.



**Photograph 15:** Northwesterly view across Parcels L/M-2 from Grand Avenue and Second Street. The Grand Tower and Bank of America Plaza tower building are in the background, beyond Parcels L/M-2.



**Photograph 16:** Easterly view from the Walt Disney Concert Hall across Parcel Q toward the Civic Center and older downtown buildings. Visible structures include the Los Angeles County Hall of Records on the left, City Hall in the center, and the Los Angeles Times Building on the right of the photograph.



Figure 27  
Site Photograph 15 and 16

West and Bunker Hill Tower. Views of the California Plaza towers would be available across Parcels M-2 and L from the upper stories of Bunker Hill Promenade Plaza.

## **b. Policy and Regulatory Environment**

### **(1) General Plan Framework**

The City of Los Angeles General Plan Framework provides direction as to the City's vision for future development in the Project vicinity. Under the Urban Form and Neighborhood Design section of the General Plan Framework, the Project area is identified as a Downtown Center. Although the General Plan Framework does not directly address the design of individual locales, it embodies generic design policies and implementation programs that guide local planning efforts. For the Downtown Center and Regional Centers, the General Plan Framework encourages intensification of development in which the scale and built form of buildings encourage both daytime and nighttime use. As an example, Policy 5.2.2.c states that the built form will vary by location and acknowledges that, although non-pedestrian-oriented, freestanding high-rises characterize many Regional Centers, Regional Centers should contain pedestrian oriented areas and incorporate pedestrian-oriented design elements as defined in Policy 5.8.1 and Policies 3.16.1 through 3.16.3.<sup>50</sup> Urban design Policy 5.8.1 acknowledges the need for the enhancement of pedestrian activity through the provision of ground floor building frontages designed to accommodate commercial uses or community facilities (Policy 5.8.1.c); encourages shops with entrances directly accessible from the sidewalk and located at frequent intervals in regional centers (Policy 5.8.1.d); encourages well-lit exteriors to provide safety and comfort commensurate with the intended nighttime use (Policy 5.8.1.e); requires the screening or location of parking out of public view (Policy 5.8.1.g), and allows the area within 15 feet of the sidewalk to be developed as an arcade or other public use that is substantially open to the sidewalk to accommodate outdoor dining or other activities. Policies 3.16.1 through 3.16.3 recommend the accommodation of land uses and the design of buildings and streetscape amenities to enhance pedestrian activities, including the location of parking above or below street-fronting uses.<sup>51</sup> The General Plan Framework also requires the livability of all neighborhoods to be improved through upgrading the quality of development and improving the quality of the public realm (Objective 5.5).<sup>52</sup> Policies that support this objective include the planting of street trees which provide shade and give scale to the residential and commercial streets in all neighborhoods of the City (Policy 5.5.1) and the incorporation of street lights, bus shelters, benches, and other street furniture (Policy 5.5.4). The General Plan Framework urban form policies are evaluated and compared to the proposed Project in the discussion of Project

<sup>50</sup> *General Plan Framework, Policy 5.2.2.c, page 5-8.*

<sup>51</sup> *General Plan Framework, Objective 3.16, page 3-53.*

<sup>52</sup> *General Plan Framework, page 5-14.*



Visual Resources impacts in Section IV.C.2, below. Urban form policies are also compared to the Project in EIR Section IV.A, Land Use, Table 5 on page 175.

## (2) Central City Community Plan

The Project is also subject to the policies and goals of the Central City Community Plan. According to the Central City Community Plan, the design of buildings in downtown Los Angeles in the last half century has been mostly at odds with the process of forming the kinds of streets, squares, and parks that are found in a pedestrian friendly city. Buildings have been mostly oriented to their own sites, rather than how they might form amenable urban space along with their neighbors. The Urban Design guidelines of the Community Plan prescribe the orderly development of streets and public open spaces and encourage the design of an architecturally diverse downtown, where all buildings would accommodate diversity and reinforce the character of the sidewalks, plazas, and parks that residents, workers, and visitors commonly share. It is the intent of the Community Plan's design policies that each downtown neighborhood and district attain a particular character, and that such neighborhoods be linked through a pedestrian network.<sup>53</sup>

A primary objective of the Community Plan is the development of streetscape and landscape criteria that reinforce the pedestrian quality of the streets and public open spaces that take advantage of the local climate and that promote the use and enjoyment of the outdoors.<sup>54</sup>

Urban design policies for Bunker Hill include the maintenance of the highest standards of design and quality of material; maintenance of open, lushly landscaped development and encouragement of new development to continue the landscape treatment; and an increase in pedestrian friendly streetscapes.<sup>55</sup>

The Community Plan also considers street rights-of-way to be public space deserving of specific criteria, including planting, paving, lighting, signage, and street furnishings that create pedestrian-friendly corridors that connect civic open spaces. Such streets should be distinguished as the most prominent civic streets of Downtown.<sup>56</sup>

The policies of the Central City Community Plan regarding pedestrian linkages require that streets provide adequate sidewalk space for pedestrian circulation and for use by adjacent

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<sup>53</sup> *Central City Community Plan, page V-1.*

<sup>54</sup> *Ibid.*

<sup>55</sup> *Ibid.*

<sup>56</sup> *Ibid.*

retail businesses and recommend the creation of an extensive pedestrian network that helps merge the transportation (major streets and transit) and open space elements of the city.<sup>57</sup> In the implementation of the Community Plan’s pedestrian linkage policies, recommended programs include the creation of *avenidas*, or pedestrian-oriented streets that connect the Civic Center Mall, squares, and open spaces. Under this concept, bus lanes would be created, auto lanes would be reduced, sidewalks would be widened along one side of each street, and streetscape improvements, trees, furniture, and other pedestrian amenities would be added.<sup>58</sup>

The Community Plan’s pedestrian linkage programs also include the implementation of Grand Avenue as a Cultural Corridor. Under this program, street improvements would be implemented between the Cathedral of Our Lady of the Angels at the Hollywood Freeway and the Central Library at Fifth Street. Street improvements on Grand Avenue would promote pedestrian use and provide a unique and striking environment that links together the important civic, cultural, and institutional uses and facilities concentrated there.<sup>59</sup> An analysis of the Community Plan’s Urban Design Policies are evaluated and compared to the proposed Project in the discussion of Project Visual Resources in Section IV.C.2, below. Urban form policies are also compared to the Project in Section IV.A, Land Use (Table 6 on page 180).

### **(3) Bunker Hill Design for Development (1971)**

The existing Bunker Hill Design for Development, previously described in Section IV.A, Land Use, contains urban form policies, in addition to density and land use criteria, for the Bunker Hill area. According to the Design for Development, the configuration and geographic position of Bunker Hill are fundamental to the concepts of urban form and the most important contribution of the Design for Development to the urban scene is a carefully conceived interaction of building volumes and open spaces.<sup>60</sup> The Design for Development describes the Bunker Hill Redevelopment Project area as three zones: the Upper Hill Commercial Zone, the Lower Hill Commercial Zone, and the Residential Zone. Parcels Q and W are located in the Upper Hill Commercial Zone and Parcels L and M-2 are located in the Residential Zone. Urban form criteria for each of the three “zones” include open space and building features, landscaping, building towers, and plazas. In the Upper Hill zone, the focus of the open space system is a central park, an oasis of greenery and moving water in fountains, pools, waterways, and cascades. Terraces, esplanades and outdoor restaurants around the park would provide pleasant relaxation. The park and adjacent plazas would be bounded by major office buildings and a hotel. Additional open space would be organized into plazas and squares related to building

<sup>57</sup> *Op. Cit., page V-4.*

<sup>58</sup> *Op. Cit., page V-5.*

<sup>59</sup> *Op. Cit., page V-6.*

<sup>60</sup> *Bunker Hill Design for Development (1971), page 4.*

masses and reflecting human scale. The Design for Development encourages creative use of air rights over public property to enhance the interrelationship of open spaces and building forms.<sup>61</sup>

The Design for Development establishes policy that the top of Bunker Hill is to be dominated by a group of tall buildings symbolic of the burgeoning downtown area. Accordingly, the buildings would be varied in height so that each achieves a specific identity while contributing to the cohesiveness of the whole. The Design for Development also specifies that a single building would overlook the central park from the west and, surrounded by other high-rise buildings, would form an impressive regional landmark. Under the Design for Development, the hilltop complex would be organized by the north-south spine of the Concourse (Olive Street).<sup>62</sup> Low-rise structures, open spaces, and pedestrian connections around the perimeter of the Upper Hill Commercial zone are to be designed to provide a natural integration into the downtown fabric.<sup>63</sup>

Urban form policies for the Residential “zone” state that sloping topographic variation, raised plazas, and large landscaped areas will keynote the urban form in this zone. The three recommended building types are towers, medium-rise, and low-rise structures. The buildings are to be designed and located to shape a skyline that parallels and accentuates the topography by placing tall buildings on the higher elevations and lower buildings below. Policies also recommend that the low profile cultural facility proposed for First Street shall be blended into Bunker Hill in a manner highly compatible with residential use.<sup>64</sup> Design for Development urban form policies are evaluated and compared to the proposed Project in the discussion of Project Visual Resources impacts in Section IV.C.2, below. Urban form policies are also compared to the Project in Section IV.A, Land Use, (see Table 8 on page 189).

#### **(4) The Downtown Strategic Plan**

The Downtown Strategic Plan articulates open space and urban form policies that are generally consistent with the Central City Community Plan and the Bunker Hill Design for Development. Civic Open Space policies of the Downtown Strategic Plan recommend parks that are full city blocks and surrounded on all sides by public streets and are not just the “front lawns” of any buildings. Civic open space should be commonly accessible and designed for flexible use of space. Under the Downtown Strategic Plan, streets connecting the public parks should also

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<sup>61</sup> *Op. Cit., page 6.*

<sup>62</sup> *Ibid.*

<sup>63</sup> *Op. Cit., page 7.*

<sup>64</sup> *Op. Cit., page 9.*

comprise an element of public open space and should be improved with plantings, paving, lighting, and furnishings and form pedestrian friendly corridors.<sup>65</sup>

It is the intent of the Downtown Strategic Plan that each neighborhood and district attains a particular character. Three main urban form objectives of the Downtown Strategic Plan are (1) bulk, profile, and street wall criteria for individual buildings that will define a series of street types unique to downtown (as shown in Downtown Strategic Plan Figures 16 and 17); (2) parking structure design that will generate places that provide safety, comfort, and convenience for the pedestrian; and (3) streetscape and landscape criteria that will reinforce the pedestrian quality of downtown streets and public open spaces by taking advantage of the great local climate and promote the use and enjoyment of the outdoors.<sup>66</sup> Although “Type B” street wall requirements apply to First Street, under the Downtown Strategic Plan, no street wall requirements apply to Bunker Hill. Applicable objectives of the Downtown Strategic Plan are evaluated and compared to the proposed in the discussion of Project Visual Quality impacts in Section IV.C.2, below.

### **c. Light and Glare**

#### **(1) Artificial Light**

Artificial light may be generated from point sources, such as shielded and unshielded light sources, as well as illuminated surfaces. The effects of a project’s artificial light sources are contextual and depend upon the existing lighting environment, light intensity and proximity to light sources. Light impacts may include visual prominence, decrease of available views, alterations to the nature of a community or neighborhood character, or illumination of a sensitive land use. Nighttime illumination of sensitive properties may adversely affect certain land use functions, such residential uses. Such uses constitute sensitive receptors as they are typically occupied during evening hours and are subject to disturbance by bright light sources.

Nighttime lighting, consisting of street lights, illuminated signage on restaurants, hotels, and other commercial buildings, vehicle headlights, building façade and interior lighting associated with high-rise structures, and landscaping lighting, is present throughout the Project area. According to the CEQA Threshold Guide, light-sensitive land uses are those in which light has the potential to interfere with certain functions, including vision, sleep, privacy, and general enjoyment of the natural nighttime vicinity.<sup>67</sup> In the vicinity of the Project, sensitive uses to

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<sup>65</sup> *Downtown Strategic Plan, page 106.*

<sup>66</sup> *Op. Cit., page 121.*

<sup>67</sup> *Los Angeles CEQA Threshold Guide, page L.4-1.*



nighttime light and glare are the Angelus Plaza residential high-rises located south of Parcels W-1/W-2; the Museum Tower apartments on Olive Street, across from the Angelus Plaza development; the Grand Tower residential high-rise at Third Street and Grand Avenue; and the Bunker Hill Promenade Apartments and Bunker Hill Tower residences, west of Hope Streets, between First and Third Streets. The Omni Hotel, located between MOCA and the California Plaza, is also considered a light-sensitive use due to the expectation of guests of a restful nighttime environment, although this hotel features illuminated signage and has effective black-out drapes.

Cultural uses, including the Walt Disney Concert Hall, the Los Angeles Music Center, and MOCA are not considered light-sensitive since these uses depend on lighting for active nighttime use and are, otherwise, unoccupied during the nighttime hours. Nearby office buildings are not considered light sensitive since they are generally not in use during the evening hours, although many of these uses maintain interior and landscape lighting during the late hours for the purpose of maintenance and security. Existing streetlights and pedestrian lights are located along Grand Avenue and First Street, adjacent to the Project site. Although a portion of the adjacent Colburn School would provide student housing, student residency would be short-term, and significance thresholds for residential uses are not considered applicable.

## **(2) Glare**

Reflective light or glare is primarily a daytime phenomenon caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials, and to a lesser degree from broad expanses of light-colored surfaces. Reflective light is common in urban areas, where it can be an annoyance for residents and pedestrians and create hazards for motorists. Instances of adverse glare generation are typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass or mirror-like material from which the sun reflects at a low angle in the periods following sunrise and prior to sunset. Where it is a result of sunlight striking a reflective surface at a low angle, glare is a stationary, but potentially regularly-occurring phenomenon, intensified at certain times of the year.

During evening and nighttime hours, glare effects may result from vehicle headlights reflecting off the polished surfaces of buildings or other structures, thereby potentially affecting other motorists or nearby residents. Glare can also occur when a brightly illuminated object, such as a sign or billboard is introduced in a dark area, creating a strong contrast from the ambient light conditions. Although glare can be experienced in stationary locations, such as a bright or garish light intruding into a residential living space, it is generally a transitory event. It frequently relates to a moving vehicle, in which the glare event is eliminated when the vehicle moves past the shining object. Glare sources can also vary according to seasons and time of day. Similar to light impacts, glare impacts may adversely affect residents and motorists, both of

which would be considered sensitive receptors. As no adopted city policies exist regarding the measurement of reflective glare impacts, the determination of significance is generally subjective and relative to existing conditions. Adopted policies regarding contrasting light foot-candles (light intensity), however, can be applicable to bright signage in residential areas.

Sensitive receivers relative to daytime glare from reflected sunlight include motorists traveling on the adjacent roadways and adjacent office uses. There are no buildings or facilities within the Civic Center Mall or proposed development parcels that presently generate substantial glare, although the existing surface parking lots in the development parcels may generate reflective light from windshield glass and other reflective surfaces on parked automobiles. The open level of the parking structure in Parcel Q, which rises above the street and is visible from Grand Avenue, is a source of reflective light during certain hours of the day.

### **(3) Policy and Regulatory Environment**

The City of Los Angeles General Plan Framework contains policies relating to street lighting within the Infrastructure and Public Services Element. These policies describe guidelines related to lighting on private streets and pedestrian-oriented areas, ensuring quality lighting to minimize or eliminate the adverse impact of lighting.

The City of Los Angeles has also incorporated into its Municipal Code several requirements pertaining to lighting within development projects. In addition, the City relies on CEQA mitigation measures for additional lighting standards if necessitated by potential Project impacts. Municipal Code provisions applicable to the Project include the following:

- Plans for the street lighting system shall be submitted to and approved by the Bureau of Street Lighting (LAMC, Ch. 1, Sec. 12.08);
- No sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property. (Division 62, Sec. 91.6205.13); and
- No sign shall be permitted which, because of its size, nature, or type constitutes a hazard to the safe and efficient operation of vehicles upon a street or freeway (Division 62, Sec. 91.6205.5).

In addition, the City of Los Angeles Bureau of Street Lighting maintains a list of general street lighting issues which would be applicable to the Project, addressing the need for determination of roadway and sidewalk illumination levels in accordance with Illuminating Engineers Society (IES) standards and adopted city standards; the necessity for equipment

testing and approval by the Bureau of Street Lighting; mandatory street tree placement at least 20 feet from existing or proposed streetlights; and the minimization of glare and light impacts on private offsite property.

Building permits must be obtained from the Department of Building and Safety for any proposed signs, and electrical permits must be obtained for signs illuminated by electrical lighting. Specific Municipal Code requirements and restrictions are dependent on signage type, design, construction, materials, and potential for hazard to traffic.

#### **d. Shade/Shadow**

The concentration of high-rise buildings along Grand Avenue creates a unique shade/shadow environment, with shadows extending into the surrounding area during the early morning and late afternoon hours throughout the year. Shading within the Project area increases with proximity to the City's Financial District core, located south of the Project area. No substantive shading is currently generated by the existing parking structure in Parcel Q or by the parking facilities in the other development parcels. Due to the number of high-rise buildings, a varying pattern of shadows rotates in a sweeping arc around the City's high-rise core, toward the west, north, and east, according to the movement of the sun so that almost all sections of the Financial District core experience a variable pattern of shading during any sunny day and during any season.

Shade sensitive uses in the adjacent area include the Angelus Plaza residential high-rises located south of Second Street; the Walt Disney Concert Hall, the Grand Promenade Tower residential high-rise at Third Street and Grand Avenue, and the Bunker Hill high- and mid-rise residential uses, located west of Flower/Hope Streets, between First and Third Streets. Recreational uses associated with the existing Bunker Hill Towers development would be considered particularly shade-sensitive. While not meeting the aforementioned criteria, the Walt Disney Concert Hall is also considered shade-sensitive, since its stainless steel exterior was designed to work with the changing and reflected California sun.<sup>68</sup> The outdoor plaza associated with the Los Angeles Music Center is also considered a shade-sensitive use, since an array of outdoor, daytime activities and cultural events are conducted in the plaza.

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<sup>68</sup> *Grand Avenue Project Historic Resources Technical Report, Section III.D.2,b, attached to this Draft EIR as Appendix C.*

### **3. PROJECT IMPACTS**

#### **a. Methodology**

##### **(1) Visual Quality/Aesthetics**

The analysis of visual quality is based on a three-step process as follows:

Step 1: Describe the massing and general proportion of buildings and open space, and proposed treatments around the proposed Project edges, which may be anticipated on the basis of the proposed Project's design features. The maximum building heights and mass are anticipated in the evaluation.

Step 2: Compare the expected appearance to the existing site appearance and character of adjacent uses and determine whether and/or to what extent a degrading of the visual character of the area could occur (considering factors such as the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, etc.); and

Step 3: Compare the anticipated appearance of the Project to standards within existing plans and policies which are applicable to the proposed Project site (regulatory analysis).

##### **(2) Views**

The analysis of views compares the changes resulting from the development of the proposed Project to existing views. The intent of the analysis is to determine if view resources exist and whether view resources would be blocked or diminished. "Views" refers to visual access to a particular sight from a given vantage point or corridor. "Focal views" focus on a particular object or building of visual interest and "panoramic views" on vistas that provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance.<sup>69</sup> Due to the location of the Project in downtown Los Angeles and the high-rise nature of some of the Project's components, the Draft EIR evaluates view impacts relative to distant and panoramic views of the downtown skyline and to focal views of existing notable buildings. Buildings that are identified in the Historic Resources Technical Report, presented in Appendix C of this Draft EIR, as having distinguished architectural or historical characteristics are also considered view resources. The determination of significance is based on whether view blockages of view resources would occur. The determination of significance is also based on the type of land uses that would experience view blockages. View blockages from public places,

such as designated scenic highways, corridors, parkways, roadways, bike paths and trails are considered significant under the City of Los Angeles CEQA Threshold Guide. The impact analysis conservatively extends views from residential buildings as significant, since a resident's expectations concerning views may be similar to the public expectations from the public places listed above. Accordingly, views from other uses, including office buildings or other private sites are not considered in this analysis. The analysis of views is based on a five-step process as follows:

Step 1: Define the view resources.

Step 2: Identify the potential obstruction of view resources as a result of development of the Project site. An assumption is made that any obstruction of a resource would constitute a change in the environment and would be considered an adverse impact regardless of effect on the overall view.

Step 3: Evaluate whether a potential obstruction would substantially alter the view. The "substantiality" of an alteration in viewing is somewhat subjective and dependent on many factors. In this case an obstruction in the view of a particular view resource was considered substantial if it exhibited the following traits: (1) the area viewed contains a view resource; (2) the obstruction of the resource covers more than an incidental/small portion of the resource; and (3) the obstruction would occur along a public view area or residential use.

Step 4: Consider whether the proposed Project includes design features that offset the alteration in views or loss of views of a particular valued view resource. A design feature would need to lessen the impact to be considered a mitigating factor.

Step 5: Consider whether the blockage is permanent, as viewed from an occupied residence or scenic vantage point; or whether the blockage would be momentary, as viewed by a mobile pedestrian or from a vehicle.

### **(3) Light and Glare**

The analysis identifies the potential for increases in ambient light, street and pedestrian lighting, illuminated signage, glare from point source lights, and reflected light associated with line-of-sight from adjacent roadways. The analysis then determines whether such lighting would substantially contribute to light and/or glare impacts in surrounding areas.

### **(4) Shade/Shadow**

Consequences of shadows on land uses can be positive, including cooling effects during warm weather, or negative, such as loss of warmth during cooler weather and natural light.

Shadow effects are dependent on several factors, including local topography, the height and bulk of a project’s structural elements, sensitivity of surrounding uses, season, and duration of shadow projection. In determining the effects of shading, the locations of sensitive uses (such as residential, cultural, hotel, and educational uses) in the surrounding area are identified and the shading effects are calculated according to standard criteria. Impacts are calculated according to the proposed building heights and the distance from the sun obstructing structures to the sensitive use. Shadow patterns are determined for the following periods:

<b>Season</b>	<b>Date</b>	<b>Time of Day</b>
Winter Solstice	December 21	9 A.M. PST 11 A.M. PST 1 P.M. PST 3 P.M. PST
Spring Equinox	March 21	9 A.M. PST 11 A.M. PST 1 P.M. PST 3 P.M. PST
Summer Solstice	June 21	8 A.M. PDT 11 A.M. PDT 2 P.M. PDT 5 P.M. PDT
Fall Equinox	September 21	8 A.M. PDT 11 A.M. PDT 2 P.M. PDT 5 P.M. PDT

Shading impacts are evaluated in accordance with the City of Los Angeles’ CEQA Threshold Guide Standards. Shadows have been calculated and plotted for representative hours during the spring and fall equinoxes and winter and summer solstices. Residential, cultural, educational, and hotel uses where routinely used outdoor recreation areas as well as solar collectors associated with multiple-family residences and institutional uses may occur, and where sunlight may be important to physical comfort or function, are considered sensitive uses. The Los Angeles CEQA Thresholds Guide significance criteria applies to the hours occurring between 9:00 A.M. and 3:00 P.M. during the winter and spring and between the hours of 8:00 A.M. and 5:00 P.M. during the summer and fall. The varying and seasonally adjusted daytime hours represent the period of the day in which the expectation of available sunlight exists. For the purpose of establishing the hours in which significant impacts occur, winter and spring are described as occurring between late October to early April and summer and fall are described as occurring between early April and late October.

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**b. Significance Thresholds****(1) Visual Quality/Aesthetics**

Based on the factors set forth in the City's *CEQA Thresholds Guide*, the proposed Project would have a significant impact on visual quality/aesthetics, if:

- The proposed Project would substantially alter, degrade or eliminate the existing visual character of the area, including visually prominent existing features or other valued resources;
- The proposed Project features would substantially contrast with the visual character of the surrounding area and its aesthetic image; or
- The implementation of the proposed Project would preclude the attainment of existing aesthetics regulations or applicable plans.

**(2) Views**

Based on the factors set forth in the City's *CEQA Thresholds Guide*, the proposed Project would have a significant impact on views, if:

- Project development would substantially obstruct an existing view of a visually prominent resource as viewed from a public street, sidewalk, park, community cultural center, trail, public vantage point, or residential use.

The City of Los Angeles CEQA Thresholds Guide provides that project impacts to visual resources must analyze views from such public places as designated scenic highways, corridors, parkways, roadways, bike paths and trails. The significance threshold for the Grand Avenue Project analyzes potential impacts to views from those public places and, in addition, conservatively extends the significance threshold to encompass views from residential buildings.

**(3) Light and Glare**

Based on the factors set forth in the City's *CEQA Thresholds Guide*, the proposed Project would have a significant light and glare impact, if:

- The Project would substantially alter the character of the off-site areas surrounding the Project; or

- Lighting would substantially interfere with the performance of an off-site activity.

#### **(4) Shade/Shadow**

Based on the factors set forth in the City's *CEQA Thresholds Guide*, a Project would have a significant shade/shadow impact if:

- The Project would shade currently unshaded off-site, shadow-sensitive uses more than three hours between the hours of 9:00 A.M. and 3:00 P.M. PST, between late October and early April, or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. PDT between early April and late October.

### **c. Analysis of Project Impacts**

#### **(1) Project Design Features**

##### **(a) Grand Avenue Streetscape**

Potential improvements to the Grand Avenue streetscape are shown in the Conceptual Plan in the Project Description (see Figure 8 in Section II of this Draft EIR). As shown therein, an enhanced street would be introduced to provide a continuous landscape. However, in order to retain existing access to light and air to Lower Grand Avenue, a median may not be developed in the light well area passing over Lower Grand Avenue. Notwithstanding, Grand Avenue improvements would include wider sidewalks, where feasible, to facilitate and improve pedestrian movement and to create more space for sidewalk cafes, special events, and building entrances. According to the Conceptual Plan, a varied landscape, comprised of trees to provide shade and seasonal color, as well as flower beds and other plantings would be implemented. Contemporary benches and lights would be introduced, to provide consistent and modern identity for the street. Suggested improvements include the following:

- Installation of landscaping and landscape irrigation systems for new street trees, landscaping and potted plants, and plants and shrubs;
- Paving systems for sidewalks and adjoining plazas, streets, and curbs;
- Banners, graphics, signage, and way-finding systems, as needed;
- Special improvements, including public art, water features, pavilions for private and public use, and kiosks;



- Street, pedestrian, and landscape lighting;
- Benches, chairs, and other seating systems;
- Parking meters (if applicable); and
- Trash receptacles.

### **(b) Civic Park**

The current Conceptual Plan for Civic Park is shown in the Project Description (see Figure 7 in Section II of this Draft EIR). As shown in Figure 4, a Great Lawn and a Grand Terrace would be located in the westernmost section, in which the focus would be on cultural and entertainment uses. As the “Cultural and Entertainment” section, this area would include public activity kiosks, movable seating and tables, and food and drink concessions. Most of the existing trees and shrubs would be removed or relocated for the construction of a new lawn, garden, and plaza spaces. New restrooms, as well as other pavilions, would also be constructed. The proposed design also provides for new stepped terraces from the Grand Avenue plaza down to the current level of the garage escalators. New enclosures for the existing escalators, which connect to the park from the garage below, would be constructed. The existing fountain may be dismantled and reassembled, possibly in another location within the Civic Park. Night lighting would include security lighting and occasional special event lighting.

Under the Conceptual Plan, the upper sections of the existing helical ramps at both Grand Avenue and Hill Street would be reconfigured to enable the creation of new pedestrian plazas. The new street entrance ramps would be connected to the existing helical ramps, one level down. Some structural improvements to the garage may be required to support the landscaping and park infrastructure to be constructed at the surface. Existing tunnels below Grand Avenue would be replaced by new stairs and elevators, which would extend from this section of Civic Park to the park’s new Grand Avenue Plaza. The pedestrian crossing at this location would be enhanced and pedestrians would continue to cross Grand Avenue at grade. The Conceptual Plan for this section of the Civic Park would work with the existing contours to maintain principal access and connections to the existing County buildings that currently flank this section of the future Civic Park.

Under the Conceptual Plan, the existing Court of Flags would be renovated into a new garden-oriented space. The primary purpose of this area of the Civic Park is the cultivation of spectacular gardens for public enjoyment. The preliminary conceptual plan for this area would maintain the Metro Red Line plaza and entrances, currently located on the west end of the Court of Flags, in their existing locations. It is possible, however, that minor changes to the transit plaza would be implemented without disruption to operations. Implementation of the

Conceptual Plan for this section of the Civic Park would require the demolition of most existing surface features, with the intent of causing minimal impact to the garage structure below. The subterranean parking garage would be repaired and remain in place, and a new multi-use pavilion that could be located in the southeast corner of this section of the Civic Park would contain elevators to the restored subterranean parking garage. The stairs to Broadway would be rebuilt, and various elements of the existing mall, including flagpoles and plaques would be relocated.

The existing surface parking lot in the easternmost section of the Civic Park would be removed and this area would feature a large paved plaza with landscaping at its north and south sides. The Conceptual Plan for this section of the Civic Park also incorporates small, multi-use pavilions into the proposed facilities. The intent of this section of the Civic Park is to provide a setting for festivals and civic event programming, along with small pavilions that could host food and drink concessions.

Under the Conceptual Plan, new broader pedestrian access crossings would be established to enhance the aesthetics and vitality of the area. The ramps leading to the existing Civic Center Mall parking structure would be reconfigured in order to enhance pedestrian access. The major components of the Conceptual Plan for the Civic Park are illustrated in Figure 7 in Section II of this Draft EIR.

### **(c) Parcels Q, W-1/W-2, L, and M-2**

Components of the proposed development, which have aesthetic implications, include building setbacks, building heights, quality of materials, variety of building heights, and open space. As discussed in Section II, Project Description, no building setbacks (front, side, or rear yards) would be implemented for those components of the Project that only include commercial uses or those areas that include a mix of residential and commercial uses, with the residential uses above the first floor. For buildings used only for residential purposes, buildings would have a front yard setback of not less than 15 feet, which is reduced to 10 feet in some cases. Mid- and high-rise residential buildings would have a side yard setback not to exceed 16 feet and a rear yard setback not to exceed 20 feet. Building heights are organized according to individual blocks. Building height standards would include a height overlay zone and a supplemental height zone that would allow building heights on portions of each development block to reach a higher height, so that each parcel would have a variety of high and mid-rise structures. Height overlays are expressed in terms of mean sea level at the top of the highest story, as well as in number of stories. Height overlays provide a representation of possible building heights and do not dictate the building coverage or building envelope for each parcel.

In Parcel Q, building height overlays have been developed to accommodate the two towers shown on the Conceptual Plan, which would consist of a mid-rise tower containing residential uses and a high-rise tower containing a hotel and residential uses. The height overlay in Parcel Q would allow a building height of 1,135 feet above mean sea level on 10 percent of the site; a building height of 835 feet above mean sea level on 20 percent of the site; a building height of 535 feet above mean sea level on 60 percent of the site; and a building height of 460 feet above mean sea level on 80 percent of the site. The overlay configuration would confine the higher tower, under the Conceptual Plan, to a small portion (10 percent) of the site, resulting in a single tall structure, rising to a height of up to 750 feet above Grand Avenue. The second tower would rise to a height up to 450 feet above Grand Avenue. These two towers could not exceed 20 percent of the total site. Buildings that would not exceed a height of 150 feet and 75 feet, respectively, above Grand Avenue would be allowed on the remainder of the site (80 percent). Of the remaining 80 percent, buildings rising to a height of up to 150 feet above Grand Avenue could be developed on approximately half of the remaining area and buildings rising to a height of up to 75 feet above Grand Avenue would be allowed on the balance of Parcel Q.

Building height overlays in Parcels W-1/W-2, would allow one high-rise tower and a separate mid-rise tower. Height overlays in Parcels W-1 and W-2 consist of a building height of 950 feet above mean sea level on 15 percent of the site; a building height of 800 feet above mean sea level on 60 percent of the site; and a building height of 500 feet above mean sea level on 80 percent of the site. The overlay configuration would confine the elevation of the taller tower, under the Conceptual Plan, to a small portion (15 percent) of the site. Under the Project with County Office Building Option, this building would rise to a height of up to 640 feet above Hill Street. Mid-rise building(s), under the Conceptual Plan, would be allowed on 60 percent of the site, although the high-rise and mid-rise buildings would not exceed a combined total of 60 percent of the total site. The second high-rise building would rise to a height of up to 490 feet above Hill Street. Buildings rising to a height of up to 190 feet above Hill Street would be allowed on the remainder of the site. Although the lower buildings (up to 190 feet above Hill Street) would comprise a smaller percentage of Parcels W-1/W-2, than the lower buildings in Parcel Q, the overlay would create a variation in building heights and, thereby, reduce the overall mass of the development and add visual interest to the skyline. Also, since the height above mean sea level of the highest buildings in Parcels W-1/W-2 would be less than the highest buildings in Parcel Q, the buildings would have the visually interesting effect of following the contour of the hill.

Building height overlays in Parcels L and M-2 would allow two high-rise towers as shown on the Conceptual Plan. Height overlays in Parcels L and M-2 would allow a building height of 985 feet above mean sea level on 30 percent of the site, a building height of 685 above mean sea level on 40 percent of the site, and a building height of 460 feet above mean sea level on 100 percent of the site. The overlay configuration would allow the two high-rise buildings shown on the Conceptual Plan to occupy a combined total of 30 percent of the site. These

buildings would rise to a height up to 600 feet above Grand Avenue. Mid-rise and high-rise building could occupy up to 40 percent of the site, since an additional 10 percent of the parcel area would allow buildings rising to a height up to 300 feet above Grand Avenue could occur. Buildings rising to a height up to 75 feet above Grand Avenue would be allowed on any portion of Parcels L and M-2 not occupied by the taller buildings. The Conceptual Plan shows the construction of two low-rise retail buildings and the provision of open space on the remaining 70 percent of the site. The low-rise element as shown on the Conceptual Plan would be located along the north end of Parcel L's Grand Avenue frontage, where it would interface with Second Street and the south wall of the Walt Disney Concert Hall. The south wall of the Walt Disney Concert Hall is primarily used as a service entrance and has no pedestrian access. The low-rise, street-front shops as shown on the Conceptual Plan along Parcel L would be consistent with the scale of the adjacent low-rise Walt Disney Concert Hall.

Among other signs, signage for the Project would consist of building and identification signs. Identification signs may be located at the primary entrances to pedestrian and vehicular access points. Building signs would be located on building facades along Grand Avenue, First Street, Olive Street, and Hill Street. Residential and commercial signage would be illuminated for security, according to Fire Department requirements. Signage for the hotel/residential tower would be illuminated to establish the buildings' presence in the context of downtown Los Angeles. The Project may seek a signage district for the Project area. However, details associated with the approval of a signage district are not currently known. If such an action were sought in the future, it would be subject to discretionary approval and, if necessary, additional CEQA review.

## **(2) Project Impacts**

### **(a) Project with County Office Building Option**

#### **(i) Visual Quality**

##### **Construction Impacts**

Construction activities, which would involve the demolition, excavation, and construction of new structures and facilities. Construction activities generally cause a contrast to, and disruption in, the general order and aesthetic character of an area. Although temporary in nature, extensive construction activities may cause a visually unappealing quality in a community or neighborhood. The overall construction of the proposed Project would be divided into three phases, which would reduce the scope (intensity) of the aesthetic impact, but increase the overall duration. The initial construction phase would include the simultaneous completion of Civic Park; Grand Avenue streetscape improvements between Second and Temple Streets; and the development of Parcel Q. The second phase of development would include the development of

Parcels L and M-2 and the Grand Avenue streetscape improvements between Second and Fifth Streets. The third phase would include the complete development of Parcels W-1 and W-2 and the Grand Avenue streetscape improvements between Temple Street and Cesar E. Chavez Avenue. Each of the three development phases for the parcels would require a period of approximately three years of active construction. Construction stages for each phase would include; demolition, excavation, and construction of foundations, garages, and podium to the street level (Year 1); construction of the superstructure from the top of the podium and the initial shell enclosure (Year 2); and interior and exterior finish construction and landscaping (Year 3). The approximate timeline for the three development phases would be late 2006-2009 for the first phase; 2010-2012 for the second phase; and 2013-2015 for the third phase.

Two possible scenarios for Project construction have been identified. Under the first scenario, construction on the development parcels would be sequential (e.g., Parcel Q, followed by Parcels L and M-2, which would be followed by Parcels W-1/W-2), with each construction phase lasting about three years. Under the second scenario, a greater near-term demand for Project development occurs. In response to this increased demand, the construction schedule would be accelerated such that the Project's first two phases would overlap, while the timing of the third phase remains constant. Under the accelerated phasing plan, second phase construction would commence upon the completion of site preparation for the first phase. The aesthetic impacts of the two construction schedules would differ in that the accelerated schedule would cause more intensive construction activities.

### **Grand Avenue Streetscape**

The construction of the proposed Grand Avenue streetscape and sidewalks would require the disruption and replacement of existing sidewalks and some existing landscaping. Construction activities would make unavailable the enjoyment of segments of the Grand Avenue sidewalk throughout the ten-year construction phase. However, with the proposed development phasing, disruption of sidewalk segments, including the area between Second Avenue and Temple Street, would occur concurrently with adjacent development; thereby, reducing the overall extent of disruption. Although general landscaping is sparse along Grand Avenue, street trees exist along the frontages of the Los Angeles Music Center, the County Hall of Administration, and the County Hall of Justice. Street trees have also been recently installed along the Cathedral of Our Lady of the Angels Grand Avenue sidewalk.

Shrubbery is also planted along the Parcel Q Grand Avenue frontage to screen the existing parking structure. Existing street trees may have to be relocated for sidewalk widening and any existing landscaping that would not contribute to the theme or quality of the trees, shrubs, and flowerbeds, to be prescribed under the Streetscape Conceptual Plan, would be removed. Existing street trees along the Los Angeles Music Center, County Hall of Justice, County Hall of Administration, and the Cathedral of Our Lady of the Angels would be evaluated

for their contribution to the streetscape. Existing mature trees that would be consistent with the intent of the streetscape plan to provide trees and extensive shade, and which would meet the standards established by the proposed streetscape plan, including condition and species type, would be retained to the degree possible.

Existing shrubbery along Parcel Q's Grand Avenue sidewalk would be removed for sidewalk widening and access to the proposed hotel plaza. This existing vegetation does not substantially screen the existing parking structure, provide shade, contribute to a unified theme or pattern of landscaping along Grand Avenue, or contribute to the valued visual character and image of Grand Avenue. Since sidewalk construction would be coordinated with the development of adjacent parcels and the Civic Park, overall disruption would be reduced to an acceptable level. Construction would be temporary and any adverse visual conditions would cease once construction is completed. Also, replacement landscaping would be considerably more extensive than under existing conditions, and sidewalk width and pavement styles would be improved compared to existing conditions. The replacement of existing aesthetic features with aesthetic features of an equal or greater quality is an important consideration in the determination of significance. With the application of this consideration, and due to the temporary nature of construction activities, the removal or relocation of existing landscaping and sidewalk disruption would not rise above the threshold of significance in that the visual character of the area would not be substantially altered, degraded or eliminated. Therefore, the visual impacts of the removal or relocation of landscaping and the temporary disruption of sidewalks during construction would be considered less than significant.

### **Civic Park**

Based on the Civic Park Conceptual Plan, it appears that a large number of trees and shrubs would be removed to create larger public areas, plazas, and gardens. Although mature trees would be retained or relocated, to the extent possible, it is conservatively assumed that most of the existing trees and shrubs in the Civic Center Mall would be removed or relocated for the construction of a new lawn, gardens, and plaza spaces and, although segments of the park would remain open throughout the construction phase, in areas where construction occurs, it would cause a sense of disruption and disrepair. Since escalators to the existing subterranean garages would be kept in operation as continuously as possible, construction activities would be visible to pedestrians entering and leaving the parking structures. Disruption would also be visible from adjacent County Buildings. During the construction phase, the removal or relocation of the fountain and the removal of mature trees and other landscaping would contrast with, and detract from, the existing valued visual character and image of the park. However, construction impacts would be temporary, occurring over a three-year completion period in the Project's initial construction phase, and adverse aesthetic impacts would cease after construction is completed. Aesthetic features would be replaced by improved aesthetic components, including greater visual connectivity between the park and Grand Avenue; and, under the Conceptual Plan, the location

of the Grand Staircase, the Great Lawn, broader staircases, colorful gardens in the existing Court of Flags, and the replacement of the existing surface parking lot east of the existing Civic Center Mall with a paved and landscaped plaza. The Civic Park's aesthetic components would be greatly improved compared to existing conditions and proposed aesthetic features would have greater public exposure due to increased public use. In addition, the renovated park would be more visible than the existing park to pedestrians and vehicles along Grand Avenue. The replacement of existing aesthetic features with aesthetic features of an equal or greater quality is an important consideration in the determination of significance. With the application of this consideration, the improved visitation and visibility into the park from surrounding public areas, and the temporary nature of construction impacts all contribute to the conclusion that Project construction impacts would not be considered significant.

Repairs to the subterranean parking garages would not be visually detrimental since construction would be primarily conducted out of public view. Construction associated with the redesign of the subterranean garage entrance and exit ramps would cause temporary disruption and visual detriment including torn concrete, exposed soil, equipment storage, and temporary, unavailable enjoyment of the Hill Street, Broadway and Grand Avenue sidewalks in the area of the existing park. Although such disruption would cause an aspect of untidiness, construction of the garage entrances would be temporary in nature and, as such, would not substantially degrade the existing visual character of the area. Therefore, construction activities associated with creation of the Civic Park would create a less than significant visual quality impact.

### **Parcels Q, W-1/W-2, L, and M-2**

Construction of buildings in Parcels Q, W-1/W-2, L, and M-2 would cause disruption and visual clutter typical of any major construction site. Demolition activities would expose soils, and debris to public view. Existing shrubs on the periphery of Parcels W-1 and W-2 would be removed. Construction sites would contain cranes, booms, incomplete structural facades, equipment storage areas, and stockpiled materials that may be visible to visitors to the downtown area. Temporary barriers (fencing) would be placed along the periphery of the site that would screen some of the disruption from view from the street level. Construction fencing is generally not an aesthetic structure and could potentially serve as a target for graffiti, if not appropriately monitored. Construction of the five development parcels would occur either under a sequential or accelerated phasing plan. While two phasing plans are under consideration, neither scenario would have a decided aesthetic advantage, since the preference for a longer duration versus a more intense, shorter duration would vary from individual to individual.

Although the construction site would be screened, the public interface along the construction sites and work-in-progress visible above the fencing are generally not considered attractive since construction sites have a general aspect of untidiness and are devoid of landscaping and architectural detail. Although a percentage of viewers would consider

demolition, excavation, and construction activities interesting, others would consider these activities detrimental to the aesthetic value of the City's cultural and civic center and as such, the visual quality of the area. Another aesthetic consequence of excavation is the activity of dump trucks and other trucks hauling dirt as well as demolition materials from the parcels. As with on-site activities, the visual aspect of trucks loaded with debris and/or soils would be interesting to some viewers and unsightly to others. Trucking would also be required for the delivery and removal of excavation equipment, cranes, other machinery, and for the delivery of materials. Proposed haul routes for dump trucks, semi-trailers, and truck and trailers in the removal of construction debris and excavated soils and delivery of heavy equipment would be directed to the freeways by means of Grand Avenue and other major streets and would not enter any local residential neighborhoods. Since major roadways are intended to accommodate a range of vehicle types, including trucks incidental to construction and deliveries, visual quality associated with truck traffic would be considered less than significant.

Although construction activities would reduce the existing visual attributes of the parcels during the construction phases, these parcels do not currently contain any aesthetic features that contribute to the existing visual character of the area. Since no existing aesthetic features occur within the parcels, construction activities would not substantially alter, degrade or eliminate the existing visual character of the area due to disruption of the existing sites. Although construction activities would contrast with the aesthetic image established by the adjacent Walt Disney Concert Hall, MOCA, the Colburn School, and the Los Angeles Music Center, due to the temporary nature and phasing of construction activities, construction activities would not substantially contrast with the visual character of the surrounding area. Construction activities would be consistent with the on-going development of the city's high-rise core and other current construction projects in the vicinity, including the current expansion of the Colburn School and other major projects on First Street. Therefore, construction activities associated with the development of Parcels Q, W-1/W-2, L, and M-2 would be less than significant.

### **Operation (Post-Construction)**

#### **Grand Avenue Streetscape**

The Conceptual Streetscape Plan would improve the aesthetic quality and ambience of Grand Avenue. The installation of paving systems for sidewalks and adjoining plazas, graphics, banners, way-finding systems, shade trees, potted flowers and shrubs, public art, water features, pavilions and kiosks, landscape and pedestrian lighting, benches, chairs and other seating systems, and trash receptacles, as suggested by the Conceptual Streetscape Plan, would enhance existing landmark buildings and create an appealing pedestrian environment that would increase public use of the area. Such streetscape improvements and additional features would increase the perception of Grand Avenue as a primary boulevard and the center of the City's cultural core.



The proposed streetscape improvements would contribute to the existing visual character of the area and would not cause any degradation or loss of existing aesthetic resources along this street. Since the proposed improvements would be designed to enhance the cultural ambience of Grand Avenue and adjacent visually prominent buildings, such as the Walt Disney Concert Hall, the Dorothy Chandler Pavilion, the Ahmanson Theater, MOCA, and the Colburn School of Performing Arts, it would not contrast with the aesthetic image of the area. Therefore, the proposed Grand Avenue Streetscape would cause a less than significant impact with regard to visual quality.

### **Civic Park**

The current Conceptual Plan for Civic Park is to install attractive and accessible components that would increase the appeal, function, and versatility of the park. Features that would draw public use include the Grand Staircase leading down from Grand Avenue; the Great Lawn; facilities for cultural and entertainment uses, including public activity kiosks, movable seating and tables, and food and drink concessions; and public gardens and view areas. The Conceptual Plan would enhance the connection between Grand Avenue and the park by a plaza and Grand Staircase and would eliminate the concrete wall concealing the park entrance. The plan would also diminish the existing dominance of the parking structure entrances. The existing Court of Flags would be converted into a new garden-oriented space for public enjoyment. The Conceptual Plan would capitalize on the topographic change between Broadway and Spring Street with cascading staircases between the three park sectors. Flagpoles and plaques in the Court of Flags would be relocated.

The surface parking lot in the east segment of the park would be relocated and a public plaza and landscaping would be installed in its place. The proposed public plaza, replacing the existing surface parking lot in front of City Hall, would enhance the City Hall entrance plaza and provide unity between City Hall and the cascading mall formed by the new Civic Park. With the implementation of the Conceptual Plan, the front entrance of City Hall would directly view the paved and landscaped public plaza leading to the Broadway staircase and the upper levels of Civic Park, rather than the existing surface parking lot. From Civic Park, the views of the City Hall entrance area would be broader and unobstructed. The conversion of the east park segment to a public plaza under the Conceptual Plan would also enhance the use of the rebuilt Broadway staircase. Access to, and throughout, the park would be improved and visually enhanced through wider pedestrian crossings between the park segments. Although existing trees and landscape would likely be removed, proposed landscape plans would provide superior gardens and landscaping with greater visual and physical accessibility than under existing conditions. The proposed renovation and expansion of the Civic Center Mall would contribute to the existing visual character of the area. As such, the changes created by the Project, including the relocation of mature vegetation, would not constitute the permanent removal of an existing aesthetic resource. The renovation project would be consistent with the existing visual ambience of the

surrounding area and would be designed to enhance the ambience and visual quality of the park. Therefore, impacts relative to visual quality would be less than significant.

### **Development Parcels**

The strong aesthetic components that represent downtown's aesthetic image are its modern high-rise towers, distinctive skyline, and architecturally notable buildings such as the Walt Disney Concert Hall, the Dorothy Chandler Pavilion, the Ahmanson Theater, MOCA, the Colburn School of Performing Arts, the Cathedral of Our Lady of the Angels, and City Hall. Development of Parcels Q, W-1/W-2, L and M-2 would contribute to the area's aesthetic value through high quality construction and design and the provision of open space and integration of street-front plazas and retail uses with the Grand Avenue streetscape.

### **Parcel Q**

Parcel Q would be developed concurrently with the creation of the Civic Park and the implementation of landscaping and streetscape improvements on Grand Avenue, between Temple and First Streets. The existing parking structure would be removed and under the Conceptual Plan the development would be designed across multi-levels, incorporating a central plaza space, outdoor terraces, large amounts of landscaping and outdoor pools and terraces for the hotel, restaurant, and residential uses. Outdoor and indoor spaces would be blended to take advantage of the Southern California climate.

With the implementation of the height overlay, the proposed high-rise tower would be an icon or centerpiece for the block. The hotel would also contain a generous outdoor pool area with an adjoining roof bar and club. The restaurant and bar fronting Grand Avenue and the plaza would take advantage of views of the Walt Disney Concert Hall and add to an active ambience. The Conceptual Plan for Parcel Q also includes a high-rise tower to be located nearer to Olive Street. The second building, also under the Conceptual Plan, would include sun terraces overlooking the plaza and the Walt Disney Concert Hall. The two tower buildings would comprise approximately 20 percent of the total parcel. The remainder of the site would be developed with lower buildings and open space, including a large central plaza accessible to the public. The variation in building heights imposed by the height overlay would create a stepped-effect and would enhance the dramatic effect of the single highest building, particularly since the higher tower would be set along Grand Avenue at the crest of Bunker Hill. The variation in building heights would also reduce the overall sense of mass and add visual interest to the skyline.

Since the Project with County Office Building Option's high-rise components would occupy only 20 percent of the total site, the mass and contrast of the Project would be consistent

with surrounding uses, including the adjacent low-rise Colburn School of Performing Arts and its 13-story addition. The oblique angle of the high-rise tower created by the Project's low-rise development along Second Street would also reduce contrast between the Project and the adjacent school.

Parcel Q, under the Conceptual Plan, would also have its own outdoor public open space with pedestrian connections to Grand Avenue, First Street, and by a pedestrian bridge over Olive Street to Parcels W-1/W-2. The pedestrian-oriented open space would include a landscaped plaza, numerous seating areas, integrated public art and/or fountains, and a collection of gathering places. The outdoor orientation of the development on Parcel Q, under the Conceptual Plan, would also be maximized on multiple floor levels through the use of patios, elevated walkways, and roof terraces. The outdoor public space would also be integrated into the Grand Avenue streetscape.

Development on Parcel Q and the proportion of open space to tower development, under the Conceptual Plan, would be consistent with other high-rise development in the area, including California Plaza at Grand Avenue and Wells Fargo Center at Third Street and Grand Avenue. As with the Project with County Office Building Option, these developments feature attractive high-rise buildings set at an oblique angle from the adjoining public street, with extensive landscape features, including the Water Court in California Plaza, that are integrated into the adjacent public sidewalk.

The anticipated modern design of the Project with County Office Building Option would also be consistent with the quality of surrounding visually prominent buildings, including MOCA, the Colburn School, Walt Disney Concert Hall, the Dorothy Chandler Pavilion, and the Cathedral of Our Lady of Angels. The proposed development of Parcel Q would remove the existing open parking structure and, with its public art and sidewalks integrated into the Grand Avenue streetscape, would contribute to the existing visual character of city's surrounding cultural and high-rise core. Since the proposed development is anticipated to be consistent with the quality and design of surrounding uses and the context of the urban setting, it would not substantially alter, degrade or eliminate the existing visual character of the area. In addition, development would not significantly contrast with existing, visually prominent buildings. Therefore, visual quality impacts associated with the development of Parcel Q would be less than significant.

### **Parcels W-1/W-2**

Parcels W-1/W-2, under the Conceptual Plan, would be constructed with a mid-rise and a high-rise County office building, under the Project with County Office Building Option, surrounded by lower buildings. Although the taller buildings would comprise a greater

percentage of the site than the tall buildings in Parcel Q, the height overlay would create a variation in building heights and, as such, reduce the overall mass of the development. The variation in building height would also create visual interest to the skyline. Also, since the height above mean sea level of the highest buildings in Parcels W-1/W-2 would be less than the highest buildings in Parcel Q, the buildings would have the visually interesting effect of following the contour of the hill dropping toward Hill Street.

The proposed buildings in Parcels W-1/W-2, under the Conceptual Plan, would be centered on a large internal public plaza, trending in an east-west direction between Olive and Hill Streets. The integration of open space between Parcels W-1/W-2 and Parcel Q created by the pedestrian bridge would enhance pedestrian connection between Grand Avenue and Hill Street. The subway portal station at the northeast corner of the parcel would remain in its existing configuration. The interface with the corner of Olive and First Streets would feature low-rise buildings, which would create a setback between the towers and the First Street frontage. In addition, the variation in building heights along the Second Street frontage, including the high-rise residential tower and the low-rise retail buildings, under the Conceptual Plan, would reduce contrast between the proposed development and the 17-story Angelus Plaza residential towers south of Second Street.

The proposed development of Parcels W-1/W-2 would remove the existing surface parking lot and, with the implementation of landscaped, high-quality architecture, and public open space, the proposed development would contribute to the existing visual character of the area. The high-rise development would be consistent with the urban context of the setting and the variation in building heights would reduce mass and contrast. Since Parcels W-1/W-2 would not substantially alter, degrade or eliminate the existing visual character or resources of the area, or significantly contrast with existing, adjacent visually prominent buildings, visual quality impacts associated with the development of Parcels W-1/W-2 would be less than significant.

### **Parcels L and M-2**

Development of Parcels L and M-2 is envisioned to contribute to revitalizing the street space by adding a street-front retail edge that would help define Grand Avenue as an active urban avenue. The street front of Parcels L and M-2 would be integrated with the Grand Avenue streetscape and the street-front retail uses would provide an amenity that now only occurs minimally along Grand Avenue. The active street front would reinforce the street front plazas that would be incorporated into Parcel Q and would provide continuity along the sidewalk between the Walt Disney Concert Hall and Third Street. Hope, Second, and Third Streets adjoining Parcels L and M-2, would be designed with pedestrian friendly street edges that would be enhanced with entrances to residential buildings and streetscape amenities, including trees, landscaping, paving systems, benches, trash receptacles, street graphics, and lighting. Building height overlays in Parcels L and M-2, under the Conceptual Plan, would allow a cluster of two

high-rise towers and low-rise buildings. The buildings up to 600 feet above Grand Avenue would be allowed to occupy approximately 30 percent of the site; buildings up to 300 feet above Grand Avenue would be allowed to occupy 40 percent of the site; and buildings up to 75 feet above Grand Avenue would be allowed to occupy 100 percent of the site. The variation in building heights would reduce the overall mass of the development and would reduce the contrast of the development with the low-rise Walt Disney Concert Hall, located north of Second Street. The south frontage of the Walt Disney Concert Hall (interfacing Parcel L and Upper Second Street), is designed primarily as a service entrance, and has no direct patron access from Upper Second Street in the vicinity of Grand Avenue. Although proposed buildings in Parcel L would not be oriented toward the Walt Disney Concert Hall, Parcel L's buildings nearest the Walt Disney Concert Hall, under the Conceptual Plan, would be low-rise street-front shops. The use and scale of Parcel L's low-rise retail component would be compatible in scale and function with the adjoining low-rise Walt Disney Concert Hall, which also features a street-front theme shop on Grand Avenue.

Height variations created by the building overlay would also add interest and variation to the skyline. The proposed development of Parcels L and M-2 would remove the existing surface parking lot and would contribute to the existing visual character of the area by raising the site to the Grand Avenue street level and would create a continuous interface with the sidewalk that is currently missing along the west side of Grand Avenue. Development would be consistent with the context of the urban setting and with the surrounding high-rise uses, including the adjacent 28-story Grand Promenade Tower and the nearby 52-story Bank of America Plaza tower (333 Hope Street). Proposed development of Parcels L and M-2 would not substantially alter, degrade or eliminate the existing visual character or resources of the area, or significantly contrast with existing, adjacent visually prominent buildings. Therefore, visual quality impacts would be less than significant.

### **Los Angeles Downtown Skyline**

The Los Angeles skyline, characterized by visually prominent buildings and towers, constitutes an aesthetic image and resource. The Project site is located on the north edge of the City's distinctive high-rise cluster, which is located primarily in the City's Financial District and Bunker Hill. Since Parcels Q, W-1/W-2, L, and M-2 are situated adjacent to the existing high-rise cluster, they would contribute to the visual continuity of the tall and varied structures comprising the City's skyline. Distant views of the City of Los Angeles skyline from Echo Park and the Whittier Boulevard Bridge, depicted in Figure 24 on page 346; and nearer views, depicted in Figure 25 on page 347, from Figueroa Terrace/Beaudry Avenue and from First Street near Boylston Street would cross the line-of sight of Parcels Q, W-1/W-2, L, and M-2 and would incorporate any high-rise buildings constructed on the Project site.

From the Echo Park vantage point, as well as similarly oriented vantage points west of the Project site, the Project with County Office Building Option's proposed high-rise buildings would appear as additional tower structures on the left of the high-rise skyline. Because of the varied heights of the Project with County Office Building Option's high-rise buildings and the distances and setbacks between the Project with County Office Building Option's highest structures, imposed by the building height overlay, the Project with County Office Building Option would contribute to the variety and interest of the skyline from this location. The Project with County Office Building Option's buildings would not conceal and, therefore, not alter existing views of prominent towers. The Project with County Office Building Option's buildings would similarly contribute to the distinctiveness of the City's skyline as viewed from all of the distant locations shown in Figures 24 and 25. From the Whittier Bridge vantage point, as well as similarly oriented vantage points west of the Project site, the Project's buildings would appear as additional towers on the right of the visible cluster. From Figueroa Terrace and First Street, depicted in Figure 25, the Project's buildings would be visible to the left of the visible cluster of high-rises.

The Project with County Office Building Option's proposed high-rise buildings would not be effectively visible from the south and southwest, including the westbound Santa Monica Freeway and the northbound Harbor Freeway, due to the locations of Parcels Q, W-1/W-2, L, and M-2 on the north side of the Financial District and the existing high-rise cluster. Parcels Q, W-1/W-2, L, and M-2 would also not be visible from the northbound Harbor Freeway in the proximity of Third Street due to the low elevation of the freeway with respect to the Grand Avenue. The Project with County Office Building Option's other components, including Grand Avenue streetscape and the renovated Civic Park, would have no contribution to, nor effect on, the existing skyline.

Since the proposed Project with County Office Building Option would comprise a variety of building heights and configurations, including a distinctive high-rise tower in Parcel Q, the Project with County Office Building Option would contribute to the existing visual quality of the City's skyline and would be consistent with the variety of building heights and setbacks characterizing the existing skyline. The Project with County Office Building Option would not substantially alter, degrade or eliminate the existing visual character of the area, including valued existing features, nor would the Project contrast with the visual character of the surrounding area, the impact of the Project relative to the City's valued skyline. As such, Project with County Office Building Option development would result in a less than significant impact with regard to the Los Angeles Downtown skyline.

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## Policy and Regulatory Compliance

### General Plan Framework

The Project with County Office Building Option would be consistent with the policies set forth in the Urban Form and Neighborhood Design section of the City's General Plan Framework. The Primary Urban Form and Neighborhood Design goals of the General Plan Framework for Downtown and Regional Centers encourages the intensification of development in which the scale and built form encourage both daytime and nighttime use (Policy 5.8.1.e). Under existing conditions, many restaurants and retail uses are closed during the evenings and weekends, causing visitors to avoid the downtown during those time periods, or leave the downtown immediately after attending weekend or evening performances. Through the increase of residential, retail, hotel, and restaurant/bar uses, the intent of the Project with County Office Building Option is to increase the aspect of the downtown as a 24-hour city, in which weekend and nighttime use would increase.

The General Plan Framework also encourages the enhancement of the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm. Since the Project with County Office Building Option would provide upgrades to the Grand Avenue streetscape and renovation and expansion of the Civic Center Mall into the proposed Civic Park, both of which would improve pedestrian amenities and enhance activity in the public realm, the Project with County Office Building Option would be substantially consistent with the Urban Form and Neighborhood Design policies of the General Plan Framework. Also, the Project with County Office Building Option would be consistent with the intent of the General Plan Framework to avoid free-standing high-rises that have no pedestrian amenities or pedestrian orientation (Policy 5.2.2.c. by the following: (1) the provision of streetscape amenities, including shade trees, enhanced sidewalks, street furniture, trash receptacles, public art, improved street crossings, integration of plazas and street-front retail uses into streetscape improvements, and (2) the provision of public access open space through Parcel Q and Parcels W-1/W-2, and a pedestrian bridge over Olive Street connecting these parcels, which provide a pedestrian connection between Grand Avenue and Hill Street. The Project with County Office Building Option would be consistent with Policy 5.8.1, which encourages shops and other uses that are directly accessible from the sidewalk. Policy 5.8.1 also encourages well-lit exteriors to provide safety and comfort commensurate with nighttime use. The proposed streetscape improvements would include streetlights and pedestrian-scale lighting. In addition, the Project with County Office Building Option would include plazas and evening uses that would be illuminated for pedestrian accessibility and security and would be consistent with this policy.

The Project with County Office Building Option would also be consistent with General Plan Framework Urban Form Policies 3.16 and 5.8.1.g that recommend the screening or location

of parking below or above street-fronting uses. The Project with County Office Building Option would eliminate existing surface parking (with replacement parking underground) and would provide no surface parking along the street front of the development parcels. The Project with County Office Building Option would also support Policies 5.5.1 and 5.5.4, which recommend urban design elements that give scale to residential and commercial neighborhoods, such as street trees, streetlights, benches, and other street furniture. Since the Project with County Office Building Option would substantially comply with the urban design policies of the General Plan Framework and would not preclude the attainment of the existing aesthetics regulations of the General Plan Framework, the impact of the Project with County Office Building Option relative to policy and regulatory compliance associated with this plan would be less than significant. The comparison of General Plan Framework policies with the design features of the Project with County Office Building Option is provided in detail in Section IV.A, Land Use (see Table 5 on page 175).

### **Central City Community Plan**

The Central City Community Plan implements the Urban Form and Neighborhood Design policies of the General Plan Framework. Under the Community Plan, projects must comply with the applicable urban design policies outlined in the Community Plan, to the maximum extent feasible. The Project with County Office Building Option would be consistent with the Community Plan's applicable urban design policies, which establish the minimum level of design that shall be observed. Community Plan Urban Design policies, applicable to the Project with County Office Building Option, include the use of high standards of design and quality of materials; open landscaped development and pedestrian friendly streetscapes. The Project with County Office Building Option would be subject to architectural review by the Grand Avenue Authority, as well as the CRA/LA. The Conceptual Streetscape Plan calls for a canopy of trees, shrubs, and flower gardens. In addition, landscaping would be provided in the public open space areas of the developed parcels. Pedestrian-friendly streetscapes would be achieved through the integration of street-front retail uses and plazas with the Grand Avenue streetscape. In addition, the raising of Parcels L and M-2 to the Grand Avenue street level would provide continuous activity and pedestrian-friendly uses along the west side of Grand Avenue, where none currently exist, between the Walt Disney Concert Hall and Third Street.

The Project with County Office Building Option would be consistent with urban design policies pertinent to civic open space, which recommend a framework of civic open spaces that would provide suitable settings for the public life of the community. The Project with County Office Building Option would also renovate and expand the Civic Center Mall into an accessible and versatile public space that would accommodate public entertainment, cultural activities, gathering areas, and gardens for public viewing. The Project with County Office Building Option would also improve the streetscape on Grand Avenue with the provision of benches, canopy trees, flower gardens, and pedestrian lights. This results by creating a setting suitable for



public life associated with the diverse communities of the City and the City's cultural core centered in the area of the Los Angeles Music Center, the Walt Disney Concert Hall, and MOCA.

The redevelopment of the Civic Center Mall would also be consistent with the urban design policies that recommend that civic open spaces be the size of a full city block and accessible from all sides. Although Civic Park is not bounded on all sides by public streets, it would be 16 acres in size and would be accessible from Grand Avenue, Hill Street, Broadway, and Spring Street. Wider street crossings would improve east-west access through the park and from surrounding areas, and sidewalk improvements, including reduced parking structure entrance areas and conflicts between driveways and pedestrians, would improve access from First and Temple Streets, on the south and north, respectively.

The development of the Civic Park under the Project with County Office Building Option, would also be consistent with the Community Plan design policies that recommend the flexible use of public space to accommodate sizable numbers of people, and a forum for organized public events as well as for everyday casual use. The Civic Park is anticipated to be designed for a variety of uses that would accommodate sizable numbers of people. The large public area in the westerly segment would contain eight acres for cultural and entertainment uses, under the Conceptual Plan, would contain public activity kiosks, movable seating and tables, and food and drink concessions. Civic and community activities would be accommodated in the four-acre easterly sector. Park-wide events and activities would be held throughout the 16-acre park, while under the Conceptual Plan, the gardens and Great Lawn would be available for casual use and enjoyment. Civic Park development plans would address security and the increase in pedestrian activity throughout the park and surrounding area would enhance nighttime and weekend activity for downtown residents, employees, and visitors. The Civic Park development would also be consistent with the recommended use of durable materials, implementation of public art, and symbolic information conveying the sense of place, so that visitors have a sense of, and comfort with, the city's downtown.

The Grand Avenue streetscape program would also convey a sense that the area is the core and cultural center of the City of Los Angeles. Banners, graphics, and way-finding signage along Grand Avenue would also convey a sense that the area is the core and cultural center of the City of Los Angeles. The development of the Grand Avenue Streetscape program would be reviewed by the City of Los Angeles and/or the CRA/LA to assure the use of high-quality materials and a standard of public art that would most convey a sense of place.

The Project with County Office Building Option would also be consistent with the recommendations of the Community Plan that streets should be improved with planting, paving, lighting, signage, and street furnishings to form pedestrian corridors connecting civic open spaces, and that such streets should be distinguished as the most prominent civic streets of the

downtown area. The Conceptual Streetscape Plan for Grand Avenue proposes banners, graphics, and way-finding systems, as well as other streetscape improvements, including trees, gardens, street furniture, water fountains, pedestrian lighting, and enhanced sidewalks. In accordance with the Community Plan, pedestrian improvements on Grand Avenue and improved access to Civic Park, including crosswalk improvements, would distinguish Grand Avenue as one of the most prominent civic streets of downtown Los Angeles.

The Project with County Office Building Option would also be consistent with urban design policies that recommend adequate sidewalk space for pedestrian circulation and for use by adjacent retail businesses through the provision of enhanced sidewalks and integrated access to the street-front retail uses and plazas in Parcels Q, L, and M-2 from Grand Avenue. The Project with County Office Building Option would also be consistent with policies that recommend a pedestrian network to help merge the transportation (major streets and transit) and open space elements of the city through the retention of the Metro Red Line plaza and entrances within the Civic Park and improved street crossings and access to the transit portal adjacent to Parcel W-2, through connecting public open space in Parcels Q and W-1/W-2 and the pedestrian bridge over Olive Street, that provides direct access between Grand Avenue and the Hill Street transit portal in Hill Street.

In addition, the Project with County Office Building Option would support the Community Plan's urban design policy that calls for Avenidas, or pedestrian-oriented streets, to connect the Civic Park with other open spaces. Access to Civic Park would be improved through streetscape improvements, including enhanced sidewalks, shade trees and other landscaping, street furniture, water fountains, trash receptacles, and pedestrian lighting. The development of Parcels W-1/W-2 would improve the streetscape along Hill Street and enhance access between Civic Park and Pershing Square at Hill and Fifth Streets. Since the Project would be substantially consistent with the Community Plan's Urban Design policies and would not preclude the attainment of the existing aesthetics regulations of the Community Plan, the impact of the Project with County Office Building Option relative to policy and regulatory compliance associated with this plan would be less than significant. A detailed comparison of the Project with County Office Building Option with the Community Plan's applicable urban design policies is presented in Section IV.A, Land Use (see Table 6 on page 180).

### **Bunker Hill Design for Development (1971)**

The Project with County Office Building Option would be substantially consistent with the open space and building form policies of the existing Bunker Hill Design for Development, which establishes design and land use standards to implement the Bunker Hill Redevelopment Project with County Office Building Option. The Design for Development calls for the focus of the open space in a central park, "an oasis of greenery and moving water, esplanades and outdoor restaurants" in the Upper Hill zone containing Parcels Q and W-1/W-2. Under the Design for

Development, additional open spaces should be organized in plazas and squares related to building masses and reflecting human scale. In addition, the Grand Avenue streetscape improvements would support street-side plazas and restaurants to be integrated in the vicinity of the park, and an existing restaurant is located at the sidewalk level in the Los Angeles Music Center, located directly across Grand Avenue from the Civic Park entrance. The Project with County Office Building Option would also provide continuous public open space and plazas in the interior of Parcels Q and W-1/W-2, to reflect human scale within the proposed residential high-rise and mixed-use development.

The Project with County Office Building Option would be consistent with the building form policies of the Design for Development for the Upper Hill area in which the top of Bunker Hill is recommended for development by a dominant group of tall buildings symbolic of a burgeoning Downtown Los Angeles. The Project with County Office Building Option's highest structure (currently programmed to be approximately 750 feet above Grand Avenue) would be constructed in Parcel Q on the crest of Bunker Hill along Grand Avenue. In addition, building height would be reduced in Parcels W-1/W-2, to create a stepped-down aspect in the high-rise towers, consistent with the topography of Bunker Hill.

Under the Design for Development, the buildings in the Upper Hill area shall be varied in height and balanced and related so that each achieves a specific identity while contributing to the whole. Predominant in this urban design pattern is an anticipated single building, noticeably taller, that would form an impressive regional landmark to be visible from a great distance. The proposed building height overlay, which would create a variety of building heights for Parcels Q and W-1/W-2, and the topographic location of the proposed high-rise tower would emphasize this single structure, which is anticipated to serve as a highly visible, regional landmark.

Under the Design for Development, the hilltop complex would be further organized and unified by the north-south spine of the Concourse (Grand Avenue), culminating in the central park. Under the Design for Development, all of the major buildings shall relate directly to these elements, visually emphasizing their existence, and gain a high level of functional convenience from that relationship. The Project with County Office Building Option would be consistent with this policy since proposed development of Parcel Q would be organized along Grand Avenue, which would serve a primary concourse along the spine of Bunker Hill. Development would include the integration of public open space and public art into the proposed Grand Avenue streetscape. Although the hilltop complex would not culminate directly at the Civic Park, the Conceptual Streetscape Plan for Grand Avenue would facilitate the visual and physical connection between the hilltop development and the renovated entrance into the Civic Park. The Project with County Office Building Option's development would enhance the functional convenience created by the Grand Avenue streetscape through the provision of interfacing plazas, storefronts and restaurants.

The Design for Development requires that the Concourse (Grand Avenue) be designed to serve as a powerful visual and functional connection between the Cultural/Civic Center area on the north and the business district on the south. The Conceptual Streetscape Plan for Grand Avenue would implement this policy by creating a primary pedestrian concourse and identification of the street as a “Cultural Corridor,” and would facilitate the visual and functional connection between the business area south of Third Street and the Cultural Center comprising MOCA, the Walt Disney Concert Hall, the Los Angeles Music Center, and the Civic Park, all located between Third and Temple Streets to the north.

The Design for Development also requires that the Upper Hill area be naturally integrated into the Downtown fabric through the development of low-rise structures, open spaces, and pedestrian connections around the perimeter of the Upper Hill Commercial Zone. Proposed development within Parcels Q and W-1/W-2 include a variety of building heights, including low-rise structures, open spaces, and pedestrian linkages that would be integrated into the surrounding downtown. Integration includes the provision of public open space and plazas within the interiors of Parcels Q and W-1/W-2, linked by a pedestrian bridge over Olive Street that would facilitate pedestrian access between Hill Street/Civic Center and Grand Avenue. The Project with County Office Building Option would provide pedestrian access from all adjoining sidewalks, and open space and plazas would be integrated into the Grand Avenue sidewalk.

The Project with County Office Building Option would also be substantially consistent with the Bunker Hill Design for Development building form policies for the Bunker Hill residential zone containing Parcels L and M-2. The Design for Development policies call for buildings to shape a skyline that parallels and accentuates the topography by placing tall buildings on the higher elevations. Under the Project with County Office Building Option, high-rise residential towers (approximately 600 feet above Grand Avenue) would be constructed on Grand Avenue at the crest of Bunker Hill. The Project with County Office Building Option would also be consistent with the Design for Development requirement that the residential zone shall have an environment conducive to walking and a variety of amenities to make it appealing, in that the proposed development of Parcels L and M-2 would create a pedestrian-friendly environment with amenities including widened crosswalks, street trees, flower gardens, pedestrian lighting, street furniture and the integration of street frontages, including plazas and street-front shops and restaurants into the streetscape. The raising of Parcels L and M-2 to the Grand Avenue street level would enhance pedestrian access along Grand Avenue between the business center to the south and the cultural center to the north and between existing Bunker Hill uses to the west and Grand Avenue. Due to the change in grade between Hope Street and Grand Avenue, the internal plaza would be above the level of Hope Street. Since low-rise buildings and open space would occupy 70 percent of Parcels L and M-2, development would be consistent with the requirement of the Design for Development that sloping topographic variation in the residential zone shall be augmented by low building coverage and large landscaped areas.

The anticipated development in Parcels L and M-2 would also be consistent with the building form requirements of the Design for Development, which recommend a variation of towers, medium-rise, and low-rise structures that would shape a skyline that parallels and accentuates the topography by placing tall buildings on the higher elevations and lower buildings below and which blend the low profile cultural facility proposed for First Street (Walt Disney Concert Hall) into Bunker Hill in a highly compatible manner. The Conceptual Plan's two proposed high-rise towers in Parcels L and M-2, that would be constructed between Grand Avenue and Hope Street, would accentuate the higher topography of Grand Avenue. One tower building would be directly located on Grand Avenue, and the other would be setback from Grand Avenue behind a low-rise retail building fronting on Grand Avenue. The south frontage of the adjacent cultural facility (Walt Disney Concert Hall) interfacing Parcel L is designed primarily as a service entrance, with no pedestrian access or orientation. The development on Parcel L would not be oriented toward the Walt Disney Concert Hall, and buildings nearest the Walt Disney Concert Hall along Grand Avenue, under the Conceptual Plan, would be low rise. As such, the Project with County Office Building Option would be compatible in scale with the adjoining low-rise cultural use.

Since the Project with County Office Building Option would be substantially consistent with the open space and building form policies of the Bunker Hill Design for Development, and would not preclude the attainment of the policies of the Design for Development, the impact of the Project with County Office Building Option relative to policy and regulatory compliance associated with this plan would be less than significant. A detailed comparison of the Project with County Office Building Option with the applicable open space and building form policies is presented in Section IV.A, Land Use (see Table 7 on page 186).

### **Downtown Strategic Plan**

The Project would be substantially consistent with the open space and urban form policies of the Downtown Strategic Plan. A goal of the Downtown Strategic Plan is to develop public open space (including streets) as a major visual and organizing feature and activity element in the Civic Center Area. Conceptual streetscape improvements within the Grand Avenue right-of-way (a public open space) would visually identify Grand Avenue as a significant boulevard and would be organizing elements in the identification of Grand Avenue as a Cultural Corridor. The renovated the Civic Park would provide greater physical and visual public access to the park from Grand Avenue, so that the Civic Park would serve as a greater organizing feature and activity element in the Civic Center area. In addition, the upgrading of the public use of the park to provide features that are shown on the Conceptual Plan, such as the Grand Staircase, the Great Lawn, formal gardens, a cultural and entertainment area, use of the park for such activities as start/finish of bike races and running marathons, and other features would create a focus of activity in the Civic Center area.

Another open space policy of the Downtown Strategic Plan is to establish a public park space network downtown that is commensurate with its role as the center of a great world class city, and to achieve a high quality of open space at all scales which enhances the quality of life, the economic well-being and the health of Downtown residents, workers and visitors. The expansion of the Civic Park, including the replacement of existing surface parking in front of City Hall with a public plaza; enhanced pedestrian access through the Civic Park between Bunker Hill and City Hall; the inclusion of public plazas within the interiors of Parcels Q and W-1/W-2, including pedestrian linkages between Grand Avenue and Hill Street by way of a pedestrian bridge over Olive Street; the implementation of the Conceptual Streetscape Plan for Grand Avenue, and the integration of plazas, street-front retail and restaurants, and public art into the Grand Avenue public right-of-way, would support the policy of the Strategic Plan to achieve a high quality of public open space commensurate with the City's position as a world class city and would enhance the well-being of the City's Downtown residents.

The Project with County Office Building Option would also be consistent with the goal of the Downtown Strategic Plan to complete the Civic Center as an architecturally distinctive complex and make the Civic Center Mall a more pedestrian-accessible and amenable place befitting its unique symbolic role. Through the removal of surface parking in the section east of the Civic Center Mall and extending the Civic Park to City Hall, the Project with County Office Building Option would physically and visually unify City and County government offices and support the Civic Center as an architecturally distinctive complex. The inclusion of landmark architectural features, that are shown on the Conceptual Plan, such as the Great Lawn, the Grand Staircase, formal gardens, and the facilitating of on-going activities in the park that reflect the cultural values of the citizens of the City would also re-establish the role of the park as the symbolic heart of the City's governing center. Accessibility to the park would be improved through sidewalk and crosswalk improvements on adjacent streets and the reconfiguration of the driveway ramps.

Another goal of the Downtown Strategic Plan for Bunker Hill is the promotion of a pedestrian network within a framework that accommodates large buildings and a variety of open space. The Project with County Office Building Option would be consistent with this goal since it would support a pedestrian network in the improvement of existing streetscape and in the provision of the Olive Street pedestrian bridge. The Project with County Office Building Option would be consistent with the urban form objectives of the Downtown Strategic Plan, which establish bulk, profile, and street wall criteria for individual buildings. The Project with County Office Building Option would be consistent with the street wall setbacks recommended along First Street, by providing plaza entrances within broad setbacks and openings along this street. In the provision of interior parking structures, the Project with County Office Building Option would also be consistent with the intent of the Downtown Strategic Plan to provide parking structures that would be safe and comfortable for the pedestrian. The Project with County Office Building Option would also be consistent with the Downtown Strategic Plan in that it would

provide streetscape and landscape improvements that would reinforce the pedestrian quality of downtown streets and public open spaces, and open plazas within the development parcels that would take advantage of the great local climate and promote the use and enjoyment of the outdoors.

The Project with County Office Building Option would support the policy of a pedestrian network within the context of large buildings by featuring a variety of open spaces among the proposed high-rise towers, including public access and plazas within the interiors of Parcels Q and W-1/W-2, and street-front plazas along the public sidewalk. Since the Project would be substantially consistent with the goals of the Downtown Strategic Plan, and would not preclude the attainment of the existing aesthetic goals of the Strategic Plan, the impact of the Project with County Office Building Option relative to policy and regulatory compliance associated with this plan would be less than significant. A detailed comparison of the Project with County Office Building Option with the Downtown Strategic Plan's applicable open space policies is presented in Section IV.A, Land Use (see Table 8 on page 189).

### **The Los Angeles the Civic Center Shared Facilities and Enhancement Plan**

The Los Angeles Civic Center Shared Facilities and Enhancement Plan sets forth design recommendations for the Civic Park, including crosswalks and medians. According to the Shared Facilities and Enhancement Plan, the walls at each auto ramp should be removed for improved visibility and pedestrian access into the park should be reconfigured. The Project with County Office Building Option would be consistent with this recommendation since such walls would be removed and pedestrian access would be reconfigured under the Civic Park's Conceptual Plan.

The Shared Facilities and Enhancement Plan recommends that sidewalk areas should have warm, friendly garden-style paving, such as decomposed granite, in some locations. The Shared Facilities and Enhancement Plan recommends that the concept of the Gardens should be reinforced through the use of a green or gray-green concrete detail. The Project with County Office Building Option would be consistent with the intent of the Shared Facilities and Enhancement Plan in that paving would be thoughtfully designed to provide a garden-style, yet well-articulated design. The park would feature a paved plaza and an overlook at the western edge of the park for events with milling crowds.

The Shared Facilities and Enhancement Plan also recommends that the Civic Park should be re-conceptualized as a network of terraced gardens with improved access both from the bordering streets and through the surrounding buildings. It also recommends that the park should be extended to the east, with the block between Broadway and Spring Street developed as

a multi-use area. The Conceptual Plan for the Civic Park includes re-grading of existing topography to create terraces, including the Grand Staircase at Grand Avenue, and dividing the park into three functional sections. Gardens would include the Great Lawn in the westerly section and formal gardens in the center section. The park would be extended to Spring Street, and the easternmost section between Broadway and Spring Street would be designed to accommodate specific programmed uses, particularly the Civic and community functions. Access from the surrounding area would be improved through upgraded crosswalk connections and the reconfiguration of the existing driveway ramps along the north-south streets dividing the three the Civic Park sections. The Conceptual Plan for this section also incorporates small, multi-use pavilions into the proposed facilities to provide a setting for the Civic event programming and festivals, along with small pavilions that could host food and drink concessions.

The Shared Facilities and Enhancement Plan also recommends that garden-type lighting with pole lights, lights in trees, and up-lighting of trees should be the main light source in the park. Security lighting would be enhanced in the Civic Park, over existing conditions, and would generally increase lighting throughout the revitalized park. Also, the Project with County Office Building Option has the potential to introduce a high level of lighting in association with special events during the evening hours. Security and special events lighting in Civic Park are addressed in more detail under Subsection (c) Light and Glare Impacts, below.

The Project with County Office Building Option would be substantially consistent with the visual quality goals of the Civic Center Shared Facilities and Enhancement Plan, and would not preclude the attainment of the aesthetics goals of the Plan. Therefore, the impact of the Project with County Office Building Option relative to policy and regulatory compliance associated with the Shared Facilities and Enhancement Plan would be less than significant. A detailed comparison of the Project with County Office Building Option with the applicable policies of the Civic Center Shared Facilities and Enhancement Plan is presented in Section IV.A, Land Use, (see Table 9 on page 195).

### **Summary of Visual Quality Analysis**

Based on the preceding analyses, the Project with County Office Building Option would result in a less than significant impact with regard to visual quality/aesthetics. This conclusion is based on the following: (1) the Project would not remove, alter, or demolish, elements of the environment that substantially contribute to the valued visual character or image of the adjacent surrounding area or Central City; (2) the Project would not contrast with the existing features that represent the area's aesthetic image including the scale and style of visually prominent buildings and existing tower structures in the surrounding area, nor would the Project with County Office Building Option contrast with existing skyline features; (3) the Project with County Office Building Option would not detract from the existing style or image of the area due



to its density, height, bulk, setbacks or signage; (4) the Project with County Office Building Option would contribute buildings that exhibit a high-quality of architecture, including landscape and tower structures that would enhance the City's skyline; and (5) the Project with County Office Building Option would be consistent with the applicable urban design guidelines and regulations of the City's General Plan Framework, the Central City Community Plan, the Bunker Hill Design for Development, the Los Angeles Downtown Strategic Plan, and the Los Angeles the Civic Center Shared Facilities and Enhancement Plan. Since the development of the Project with County Office Building Option would not (1) degrade the existing visual character of the area; (2) substantially contrast with the visual character or the aesthetic image of the surrounding area; or (3) preclude the attainment of existing aesthetics regulations or applicable plans, visual quality impacts would be less than significant.

### **(ii) View Impacts**

In evaluating the impact of the Project with County Office Building Option relative to views, the nature and quality of views in the area must first be identified. If development substantially obstructs an existing view of a visually prominent or aesthetic resource, a potentially significant view impact would occur. Sensitive receptors to distant and near views would be people viewing a visual resource from a residence or public location, such as a park, public street, or sidewalk. Aesthetic resources available in the area include panoramic views of the Los Angeles skyline from near and distant view locations and views of individual, distinctive features, such as the Walt Disney Concert Hall and the Los Angeles City Hall.

### **Views of the Skyline**

As previously shown in Photographs 9 through 12 (Figures 24 and 25, on pages 346 and 347, respectively) dramatic views of the City of Los Angeles skyline would be available from several locations throughout the region. Parcels Q, W-1/W-2, and L and M-2 are located along the north edge of the City's high-rise core, and as such, high-rise development within these parcels would be highly visible in relation to the existing skyline, as viewed from the north, west, and east. The Project with County Office Building Option's proposed high-rise buildings would not be effectively visible from the south and southwest, due to the existing cluster of high-rise buildings along the south edges of Parcels Q, W-1/W-2, and L/M-2. Public locations from which the Project with County Office Building Option's high-rise buildings would not be visible and, therefore, would cause no potential view blockage, include the westbound Santa Monica Freeway and the northbound Harbor Freeway.

As viewed from Echo Park, northeast of downtown Los Angeles (Photograph 9), the Project with County Office Building Option's high-rise towers would appear as a distinctive cluster, contributing to the interest and variation in the existing skyline. From a northeast perspective, the proposed high-rises would appear as a continuation of existing development at

the left of the city's existing high-rise buildings. Since the proposed high-rise and mid-rise towers would not be adjacent to or abutting other existing high-rise buildings that form the city's particularly distinctive skyline, they would not block views of other distinctive buildings that form the skyline. From the Whittier Boulevard Bridge, southeast of downtown Los Angeles (Photograph 10), the Project with County Office Building Option's mid-rise and high-rise towers would be visible to the right of the existing high-rises, also contributing to the distinction of the downtown skyline. As with the view from Echo Park, in the view from the southeast, the Project with County Office Building Option's high-rise buildings would not block views of other distinctive high-rise structures that form the City's distinctive skyline.

In closer views of the City's skyline, as depicted in Photographs 11 and 12, the Project with County Office Building Option's proposed mid-rise and high-rise towers would be prominent in the skyline, also without blocking views of other distinctive buildings. As viewed from the intersection of Figueroa Terrace and Beaudry Avenue (Photograph 11), located just north of downtown Los Angeles and from the Beverly Boulevard (First Street) bridge near Beaudry Avenue (Photograph 12), just west of downtown Los Angeles, the Project with County Office Building Option's future high-rise buildings would appear at the edge of the existing skyline and, although contributing to the continuity and effectiveness of the skyline, would not obstruct distinctive towers comprising the existing skyline. Development in Parcels Q, W-1/W-2, L, and M-2 would not be visible from the northbound Harbor Freeway in the proximity of Third Street, due to the low elevation of the freeway with respect to Grand Avenue. The Project with County Office Building Option would not obstruct views of the skyline from distant and mid-distant view locations. As such, Project with County Office Building Option development would not substantially obstruct an existing view of a valued view resource that comprises distant views of the downtown skyline.

### **Views from Surrounding Streets, Sidewalks, and Buildings**

Since Parcels Q, W-1/W-2, L, and M-2 are currently developed with surface parking lots and a steel, open parking structure, in the case of Parcel Q, views from all cardinal directions are available across the line-of-sight of all of these parcels. As such, future development within these parcels would cause a degree of obstruction of existing views from the adjacent and surrounding sidewalks and streets and from nearby cultural, office, and residential uses. Development associated with the Grand Avenue streetscape and the Civic Park would have no impact on near views from surrounding buildings, streets, and sidewalks. An evaluation of the significance of potential view obstruction is described below.

### **Views across Parcel Q**

Existing south-facing views across Parcel Q include views of the California Plaza and Wells Fargo Plaza towers and the north façade of the Colburn School of Performing Arts. The

proposed development of Parcel Q would block existing south-facing views from the adjacent sidewalk and street across the parcel. The Los Angeles County Hall of Justice also has a south-facing view across Parcel Q. The impact on views from the street and pedestrian vantage point would be considered greater than views from the Hall of Justice since the Hall of Justice is designed with few available views toward the south. Although Parcel Q, under the Conceptual Plan, contains a variety of high- and mid-rise components, due to the proximity of the view vantage point on First Street, all views toward existing buildings south of Parcel Q would be blocked. However, although the California Plaza and the Wells Fargo towers form an interesting backdrop, the skyline view from this perspective is not as distinctive as distant views. In addition, the view of tall buildings is typical of views within Los Angeles's high-rise core and similar views would continue to be available from the Grand Avenue corridor and other street and sidewalk areas in the city. The Project with County Office Building Option would replace the view of existing high quality towers, with views of the proposed high-quality high-rise in Parcel Q, which, under the Conceptual Plan, would be centered on a landmark high-rise tower. The exchange of existing views of high-quality urban development with future views of high-quality urban development is an important factor in assessing the magnitude of view blockage. Therefore, the impact of development relative to south-facing views of the California Plaza and Wells Fargo towers would be considered less than significant.

North-facing views across Parcel Q are available from the Colburn School of Performing Arts, located immediately to the south. The proposed development of Parcel Q would block future north-facing views from the existing Colburn School and its 13-story addition, currently under construction. Although a portion of the Colburn School addition would provide student housing, student residency would be short-term, and significance thresholds for residential uses are not considered applicable. Therefore, any future north-facing view blockages relative to the Colburn School, that would be created by the development of Parcel Q, would be considered less than significant from this location. The development of Parcel Q would also impact north-facing views from the approximately 20-story Museum Tower. The Colburn School's 13-story addition would have been completed by the time Parcel Q is developed, and existing north-facing views across Parcels W-1/W-2 would only be available from the upper floors of the approximately 20-story Museum Tower, a high-rise residential building just south of the Colburn School addition, as the views from the lower floors would be blocked by the Colburn School addition. Since the Project with County Office Building Option would block possible views of the San Gabriel Mountains and the horizon that would exist after the completion of the Colburn School addition, the Project with County Office Building Option would have a potentially significant view impact on limited portions of the Museum Tower. North-facing views of the horizon and, possibly, the San Gabriel Mountains are also available across Parcel Q from the 42-story California Plaza towers, the 54-story Wells Fargo tower, and the 52-story Bank of America Plaza tower. Since portions of Parcel Q could be developed with two high-rise towers, the development of Parcel Q, under the Conceptual Plan, could also block some north-facing views of the horizon from the California Plaza, Wells Fargo, Bank of America Plaza towers. Although north-facing views

across Parcel Q do not contain scenic vistas of the City's skyline or significant buildings, partial view blockage from these nearby offices towers would occur. View blockages, however, would not be considered significant since the threshold of significance relative to views, does not apply to views available from commercial properties.

West-facing views across Parcel Q from Olive Street are currently blocked by the existing parking structure. Due to the topographical rise to the west and the mass of the parking structure, the Walt Disney Concert Hall, an architecturally significant building located to the north of Parcel Q, is largely obscured from Olive Street. However, as previously depicted in Photograph 14, Figure 26 on page 349, westbound First Street provides a spectacular view of the Walt Disney Concert Hall. Beginning at the intersection of First and Olive Streets, as shown in Photograph 14, the lower portion of the south edge of the Walt Disney Concert Hall is currently blocked by the parking structure. As the viewer moves toward the west, the vista of the Walt Disney Concert Hall continues to open up, so that the entire Walt Disney Concert Hall is visible from the intersection area of First Street and Grand Avenue. Existing views are better from the north sidewalk of First Street than from the south sidewalk. The proposed development in Parcel Q would mimic the effects of the existing parking structure, depending on the height of the low-rise component proposed in the northwest corner of Parcel Q. The view of the Walt Disney Concert Hall would be entirely open and unobstructed in the approach toward First Street and Grand Avenue. Since the Project with County Office Building Option would implement a low-rise component in the northwest corner of Parcel Q, which would create a setback between the view of the Walt Disney Concert Hall and the high-rise tower, the impact of development in Parcel Q on west-facing views of Walt Disney Walt Disney Concert Hall would be less than significant.

East-facing views across Parcel Q from the Grand Avenue street and sidewalk and from the Walt Disney Concert Hall entrance plaza include partial views of older downtown buildings, including the Los Angeles Times Building and City Hall, as previously depicted in Photograph 16 in Figure 24. As shown in Photograph 16, views of the cityscape toward the east are partially obscured (and contextually impaired) by the interceding view of parked cars on the roof of the foreground parking structure on Parcel Q. Development on Parcel Q may include a central plaza, which would allow a view corridor, as shown in the Conceptual Plan, that would allow an east-facing view across the mid-portion of Parcel Q. Even if east-facing views across Parcel Q were opened up by the removal of the existing parking structure, any views of older downtown buildings and City Hall through the open space on Parcel Q would be ultimately blocked by future development on Parcels W-1/W-2. View impacts would not be considered significant, as east-facing views from Grand Avenue are not currently available. In addition, due to the location of City Hall to the north of First Street, unobstructed views of City Hall would continue to be available from the Walt Disney Concert Hall entrance plaza through the opening created by First Street. The development of Parcel Q would not block the view of City Hall from the 28-

story Grand Promenade Tower or from any other residential uses. Therefore, proposed development on Parcel Q would have a less than significant impact on east-facing views.

### **Views across Parcels W-1/W-2**

Existing south-facing views across Parcels W-1/W-2 include views of the California Plaza, Wells Fargo, and the Bank of America towers, as previously shown in Photograph 13 in Figure 26 on page 349. The proposed future development of Parcels W-1/W-2 would block sidewalk and street views across the parcel. The Los Angeles County Law Library and the Los Angeles County Hall of Justice also have southwesterly- and south-facing views across Parcels W-1/W-2. The impact on views from the street and pedestrian vantage point would be considered greater than views from the Law Library, since the design of the Law Library does not contain significant views or windows (the Law Library was designed to close off sunlight from the book stacks). South-facing views across Parcels W-1/W-2 from the County Hall of Justice would also not be considered an aesthetic resource, since the Hall of Justice is designed with few available views toward the south. As such, no views from this public location would be affected. The Project with County Office Building Option would cause the loss of existing public views from the north of notable high-rise buildings. However, although the design of the California Plaza, Wells Fargo, and the Bank of America towers are interesting, with interesting facades, the skyline view from this perspective. is typical of views within Los Angeles's high-rise core and similar views would continue to be available from the Grand Avenue corridor and other street and sidewalk areas in the city. The Project with County Office Building Option would replace the view of existing high quality towers, with views of the proposed high-quality high-rise in Parcels W-1/W-2, in which the higher buildings would be located in the higher portion of the site to reflect and emphasize the rising topography. The exchange of existing views of high-quality urban development with future views of high-quality urban development is an important factor in assessing the magnitude of view blockage. Therefore, the impact of development relative to blocked south and southwest-facing views of the California Plaza, Wells Fargo, and the Bank of America towers are concluded to be less than significant.

The existing parking structure on Parcel Q forms the primary backdrop for west-facing sidewalk and street views across Parcels W-1/W-2 from Hill Street. Due to the topographical rise to the west, the Walt Disney Concert Hall, an architecturally important building located to the north of Parcel Q, is largely obscured from the street and sidewalk views. Views of the Walt Disney Concert Hall are available from the west-facing upper stories of the existing office building, located east of Hill Street, directly across from Parcels W-1/W-2. As previously discussed, the view blockage from the existing office building would not be deemed significant since the threshold of significance relative to views does not apply to views from commercial properties.

North-facing views across Parcels W-1/W-2 from the Angelus Plaza, an existing residential complex consisting of several 17-story buildings, directly to the south, south of Second Street, may include horizon views to the northwest and northeast, across Parcels W-1/W-2. Views available from this location may include views of the San Gabriel Mountains from the upper stories. A certain amount of existing north-facing view blockage occurs as a result of the existing County Hall of Justice, to the north of Parcels W-1/W-2. A field inspection of the Angelus Plaza buildings reveals that these residential buildings are primarily oriented toward the east and west, with few windows along the north sides. Therefore, view blockages caused by the development of Parcel W-1 on the Angelus Plaza buildings would be considered less than significant. North-facing views of the horizon are also available across Parcels W-1/W-2 from the upper stories of the 52- and 42-story California Plaza towers, the 54-story Wells Fargo tower, and the 52-story Bank of America Plaza tower. Since portions of the development in Parcels W-1/W-2, under the Conceptual Plan, would be developed with mid- and high-rise buildings, the development of Parcels W-1/W-2 could also block some north-facing views of the horizon from the California Plaza, Wells Fargo, and Bank of America Plaza towers. Although the Project with County Office Building Option would cause partial view blockage to these nearby high-rise offices, the view impact would not be deemed significant since the threshold of significance relative to views, as previously discussed, does not apply to views available from commercial properties.

East-facing views across Parcels W-1/W-2 from Olive Street primarily encompasses older buildings to the east of Hill Street, the former State Office Building, and City Hall (to the northeast). Less obstructed easterly views of City Hall, an architecturally and historically significant building, are available in the proximity of the intersection of Olive and First Streets. Future development in Parcels W-1/W-2, under the Conceptual Plan, would consist of mid- and high-rise buildings, which would block the existing east-facing views of the existing older buildings and City Hall, although views of City Hall, due to its location to the north of First Street, would not be blocked near the Olive and First Streets intersection. The view of City Hall would be considered a view resource and, as such, the blockage of the easterly view from Olive Street across Parcels W-1/W-2 would be considered significant. Combined with proposed development on Parcel Q, the development of Parcels W-1/W-2 would also block northeast-facing views from the 28-story Grand Promenade Tower, a residential building west of Grand Avenue. The Grand Promenade Tower also faces the 17-story Omni Hotel to the south and the 52- and 42-story California Plaza buildings to the southeast. Parcels Q and W-1/W-2 are not located within the line-of-sight between the Grand Promenade Tower and City Hall, or other known scenic resources. Therefore, the impact of development on Parcels Q and W-1/W-2 on views from the Grand Promenade Tower residential use is concluded to be less than significant.

### **Views across Parcels L/M-2**

The existing grade of Parcels L and M-2 is located below the Grand Avenue street level, as depicted in Photograph 2, Figure 20 on page 337. The 28-story Grand Promenade Tower forms the south edge of Parcels L and M-2 and the Walt Disney Concert Hall and Upper Second Street form the north edge of Parcels L/M-2. As such, the south wall of the Walt Disney Concert Hall creates the backdrop in the existing north-facing view across Parcels L and M-2 and the Grand Promenade Tower creates the backdrop in the existing south-facing view across Parcels L/M-2, as views from the existing street level. From the existing level of Parcels L/M-2, the south façade of the Walt Disney Concert Hall is primarily a service entrance and, due to the proximity of the view, has a less dynamic aspect than when viewed from the north, east, and west, or from a greater distance. Since the existing views (below the level of Grand Avenue) would not be considered valued view resources, impacts on below-grade views would be considered less than significant.

North-facing views of the Walt Disney Concert Hall across Parcels L and M-2 are currently available from the north façade of the 28-story Grand Promenade Tower, an existing residential building. Views of the horizon and, possibly, the San Gabriel Mountains may also be available from some north-facing windows in the Grand Promenade Tower. From the Grand Promenade Tower, views of the Walt Disney Concert Hall are more complex and interesting than from the below-grade location and would be considered an architecturally and culturally significant view resource. The proposed high-rises in Parcels L and M-2 that are shown in the Conceptual Plan would block the views of the Walt Disney Concert Hall from the Grand Promenade Tower. The Project with County Office Building Option would also block any north-facing views of the horizon and San Gabriel Mountains that would be currently available from the Grand Promenade Tower. Since the Grand Promenade Tower is a residential use, the view impact created by the proposed development in Parcels L and M-2 is considered potentially significant. North-facing views along Grand Avenue from the vicinity of Third Street contain the upper edge and front of the Walt Disney Concert Hall. The development of Parcels L and M-2 would not substantially alter the views of the front edge of the Walt Disney Concert Hall from the street, although the south façade would be partially obscured, as viewed from the west side of Grand Avenue. From the east side of Grand Avenue, the Walt Disney Concert Hall would be largely visible and, as such, the impact of the development of Parcels L and M-2 on views of the Walt Disney Concert Hall from Grand Avenue would be less than significant.

North-facing views across Parcels L and M-2 are also available from the upper stories of the 54-story Wells Fargo tower. Development in Parcels L and M-2 would also block views from the Wells Fargo tower; however, the view impacts would not be deemed significant since the threshold of significance relative to views, as previously discussed, does not apply to views from commercial properties.

No above-grade south-facing views across Parcels L and M-2 from the Walt Disney Concert Hall exist and, as such impacts attributable to the development of Parcels L and M-2 would be less than significant in relation to south-facing above-grade (at the level of Grand Avenue and above) views. Southeast-facing views across Parcels L and M-2 are currently available from the 19-story Bunker Hill Promenade apartments and the 32-story Bunker Hill Tower, located west of Hope Street. Due to the elevation difference between Grand Avenue and Flower Street, except for the upper floors, the Bunker Hill Tower and the Promenade Apartments have limited views to areas of the city beyond (east of) Grand Avenue. East-facing views of the city from Bunker Hill Tower and the Promenade Apartments are also currently blocked by the Walt Disney Concert Hall. Therefore, development in Parcels L and M-2 would have a less than significant impact on views from the existing Bunker Hill Tower and Promenade Apartments.

The proposed development of Parcels L and M-2 would also block northeast-facing views from the Bank of America tower (333 Hope Street). As previously discussed, the view impacts would not be deemed significant since the threshold of significance relative to views does not apply to office buildings.

The 52-story Bank of America Plaza tower is prominent in west- and southwest-facing views across Parcels L and M-2 from Grand Avenue, MOCA, and the Colburn School. As with other cityscape views, typical of Los Angeles's high-rise core, similar views would continue to be available from the Grand Avenue corridor and other street and sidewalk areas in the city. The Project with County Office Building Option would replace the view of existing high quality towers, with views of the proposed high-quality high-rise development, which would provide lower scale uses along the street front of Parcel M-2. The exchange of existing views of high-quality urban development with future views of high-quality urban development is an important factor in assessing the magnitude of view blockage. Therefore, the impact of development relative to west and southwest-facing views of the Bank of America Plaza tower (333 Hope Street) would be considered less than significant.

### **Summary of View Impacts**

As described above, due to the location of Parcels Q, W-1/W-2, and L and M-2 along the north edge, and not within, the city's existing high-rise cluster, the Project with County Office Building Option's mid-rise and high-rise towers would not obstruct views of the skyline from distant and mid-distant view locations. As such, Project with County Office Building Option development would not substantially obstruct an existing view of a scenic resource that comprises distant views of the downtown skyline. As previously discussed, the Project with County Office Building Option would obstruct views of the Walt Disney Concert Hall and distant vistas to the north, possibly including the San Gabriel Mountains, from the Grand Promenade Tower, a 28-story residential building located at the south side of Parcel M-2. Development in Parcels W-1/W-2 would substantially block views of City Hall from Olive



Street, a public street, under both the Project with County Office Building Option. In addition, development on Parcel Q would block distant vistas to the north, possibly including the San Gabriel Mountains, from the upper stories of the Museum Tower residential building. Therefore, view impacts on the Grand Promenade Tower, Olive Street, and Museum Tower would be significant and unavoidable. Views of the Walt Disney Concert Hall from adjacent streets, including westbound First Street would be generally unobstructed and, therefore, Project with County Office Building Option view impacts would be less than significant, relative to this location. The Project with County Office Building Option would result in considerable northerly view blockage from the 52- and 42-story California Plaza towers, the 54-story Wells Fargo tower, and the 52-story Bank of America Plaza tower. However, the view blockage from existing office buildings would not be deemed significant since the threshold of significance relative to views does not apply to views available from these uses.

### **(iii) Light and Glare**

As an overview, light and glare impacts would occur if lighting substantially alters the character of off-site areas surrounding the Project with County Office Building Option or interferes with the performance of an off-site activity. Light and glare impacts would also occur if reflected light interferes with the performance of an off-site activity. The significance of light and glare impacts is determined according to the degree to which Project with County Office Building Option lighting would substantially alter the character of off-site areas surrounding the Project with County Office Building Option, the degree to which light and glare would interfere with the performance of an off-site activity. Sensitive receptors to light and glare impacts would be pedestrians, vehicle operators and passengers, people in their homes, or others who have the need for and expectation of a dark environment, such as evening hotel guests.

### **Construction**

City of Los Angeles noise regulations, which prohibit nighttime noise-generating construction activities, would also prevent light impacts associated with these construction activities. Under LAMC §40.41, Project construction activities which have the potential to disturb persons would be conducted in accordance with the provisions of the LAMC, which among other regulations, limits the hours of Project construction from 7:00 A.M. to 9:00 P.M. on weekdays and between the hours of 8:00 A.M. and 6:00 P.M. on Saturdays. Furthermore, construction noise is not permitted on Sundays or holidays in the City of Los Angeles. Any nighttime construction, as permitted by the LAMC, would be limited to the early evening hours, if it occurs at all. Although the construction site may be illuminated for safety and security purposes, nighttime construction limitations of the Municipal Code would preclude any significant light and glare impacts on residential or sensitive land uses due to the Project with County Office Building Option's construction activities. Artificial light associated with construction activities would not substantially alter the character of offsite areas surrounding the

construction area or interfere with the performance of an offsite activity. Therefore, artificial lighting impacts associated with construction would be less than significant.

## **Operation**

### **Grand Avenue**

Conceptual streetscape plans for Grand Avenue recommend a unified theme of pedestrian and street lighting and it is expected that ambient light would increase along Grand Avenue as a result of a brighter and more pedestrian-friendly lighting program. Pedestrian lights would be directed to the sidewalk and would not create glare that would interfere with the performance of any off-site activities, such as the operation of a vehicle. In addition, the increase in ambient lighting would not alter the character of the surrounding area since the intent of the Project with County Office Building Option is to contribute to the vibrancy of the Central City, and a relatively high level of ambient light is anticipated in this type of urban environment.

### **Civic Park**

The existing landscape, security, and pedestrian lighting in the Civic Center Mall would be renovated to increase lighting in pedestrian areas. In addition, special events occurring during the evening hours may require the temporary use of bright lights. Although ambient lighting would increase, pedestrian and landscape lighting would not increase lighting in the area to the degree that it would interfere with the performance of an offsite activity or alter the character of the surrounding area. Special events lighting, which may include Klieg lights or other special effect lighting, would be a temporary source of increased light levels during special events. Such events would be infrequent, and temporary bright lights would be largely shielded by existing County buildings situated on the north and south sides of the Civic Park. County buildings are generally unoccupied during the evening hours and would not be significantly impacted by these high levels of light in the Civic Park. In the case of Klieg or search lights, existing County buildings would shield surrounding uses from the light source and significant increases in ambient light would focus directly above the park. Special events lighting would not regularly occur and would not be a significant source of increased ambient light. Therefore, light impacts associated with the Civic Park would be less than significant.

### **Parcels Q, W-1/W-2, and L/M-2**

#### **Artificial Light**

The building facades in Parcels Q, W-1/W-2, and L and M-2 would be clad primarily in high quality building materials, including non-reflective glass. On-site lighting would be

designed to accent the architectural features of the buildings. Lighting on the residential tower buildings are anticipated to be low key and, if used, would be intended to enhance the architectural design of the structures. Illuminated signage may consist of building signs, which would be illuminated in accordance with City-established requirements, among other things, to establish the presence of commercial businesses in the context of the location. Illuminated building signs may be installed on the high-rise tower on Parcel Q and at the street level for retail businesses and restaurants along Grand Avenue. Signage illumination lighting would not exceed the City's established standards for these residential buildings (three foot-candles above ambient lighting at the property line). Details associated with the approval of a signage district are not currently known. If such an action were sought in the future, it would be subject to discretionary approval and, if necessary, additional CEQA review.

The Project with County Office Building Option would also introduce greater light and glare to the Project site than under existing conditions, due to transparent surfaces (window glass) in the residential towers. During full occupation, ambient nighttime lighting would be greater than under existing conditions due to spillage from tower windows during the evening hours. Such light spillage, however, has a low glare potential and minimal effect on ambient lighting. Although architectural lighting would be directed toward the building walls, lighting of the Project's towers and hotel/residential building would increase light and glare potential. Since the Project is located within the context of a dense urban center, in which high ambient light levels already exist, the increase in ambient light associated with architectural lighting, signage, and light spillage from the windows of residential units and the proposed hotel/residential building would not be great enough to interfere with activities at nearby residential, office, and cultural uses. Also, since the lighting from the Project with County Office Building Option's high-rise towers would be similar to lighting from other existing towers in the area, it would not alter the character of the highly urbanized area. As such, artificial light impacts occurring within Parcels Q, W-1/W-2 and L and M-2 would be less than significant.

### **Glare**

Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of an offsite activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass; polished surfaces, such as metallic building cladding and trim; and other vehicles, such as parked vehicles. In general, sun reflection that interferes with driving occurs from the lower stories of a structure. Sun reflection from the project could occur during the morning hours from westbound First Street. Future building surfaces that could reflect sunlight and create glare relative to westbound First Street include the east façade of the proposed buildings in Parcels W-2 and Parcel Q. During the afternoon hours, the sunlight is frequently over the shoulder of drivers on northbound Grand Avenue and shiny surfaces located in front of the driver also have the potential to reflect light and create glare.

Future buildings that would have glare potential include the south façade of buildings in Parcel Q, or street front fixtures along Grand Avenue, such as awnings and other trim that would be visible to the northbound driver. Although views of the south façade of future buildings in Parcels L and M-2 would be largely blocked by the existing Grand Tower, any shiny trim or awnings visible from northbound Grand Avenue would have the potential to reflect sunlight. It is noted, however, that Grand Avenue also experiences a great deal of existing afternoon shading. No sun reflection toward southbound streets is anticipated since, in order to receive sun reflection, the sun must be behind the viewer and reflect on a surface that is in front of the viewer. In addition, no sun reflection toward eastbound First Street, west of Grand Avenue is expected, even during the afternoon hours, since the light source would not occur behind the driver. Any reflective surfaces have the potential to create glare and, although building glare impacts are not anticipated, recent experience with the Walt Disney Concert Hall demonstrated that glare impacts may not be entirely understood prior to the construction of a new structure. Since the surface materials, trim, and other design elements of the Project with County Office Building Option are unknown, the Project with County Office Building Option has the potential to create a potentially significant glare impact from reflected light and mitigation is recommended.

Glare can also occur when a brightly illuminated sign is introduced in a dark area, creating a strong contrast from the ambient light conditions. The Project with County Office Building Option's retail businesses, services, and restaurants would install illuminated, pedestrian-oriented signage along the street fronts. All of the Project with County Office Building Option's commercial signs would comply with the requirements of the City of Los Angeles in relation to intensity and glare, no sign shall be permitted, because of its size, nature, or type that would constitute a hazard to the safe and efficient operation of vehicles upon a street. Due to high vehicle traffic (a source of ambient light) and increased street and pedestrian lighting on Grand Avenue, signage is not expected to create a strong contrast with ambient light levels or to be a significant glare source that would alter the character of the highly urbanized area. Also, with the implementation of City signage regulations, which prohibit illuminated signs that prevent the safe operation of a motor vehicle on adjacent streets, future signs are not expected to interfere with the operation of an offsite activity. Kleig lights or floodlights associated with special events in the Civic Park also have the potential to cause occasional glare impacts. However, existing County buildings bordering the north and south sides of the Civic Park would substantially reduce glare impacts of special events lighting on surrounding uses, since the light source would be shielded from uses in which glare could interfere with the safe operation of a motor vehicle or other activity. As the County buildings are not used during the late evening or weekends, the occupants of these buildings would not be affected by special events lighting. Also, mitigation measures have been identified that would require that no bright light would be directed toward any residential or other glare sensitive use. Therefore, glare impacts associated with artificial or reflected light would be less than significant.

#### (iv) Shade/Shadow Impacts

Locations that would be sensitive to potential shade/shadow impacts include routinely useable outdoor spaces associated with recreational or residential uses, schools, and commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas in which sunshine is important to function, physical comfort, or commerce.<sup>70</sup> While not meeting the aforementioned criteria, the Walt Disney Concert Hall is also considered shade-sensitive, since its stainless steel exterior was designed to work with the changing and reflected California sun.<sup>71</sup> Although no shade/shadow impacts would occur as a result of the Grand Avenue streetscape program or the renovated the Civic Park, shade/shadow impacts would be created by the proposed high-rise buildings in Parcels Q, W-1/W-2, and L/M-2.

A complete list of shade/shadow sensitive uses in the area and their mapped locations are presented in Figures 27 through 38 in this Draft EIR. Due to the density of high-rise structures in the Los Angeles Financial District, located just to the south of Parcels L/M-2, existing buildings create an extensive existing pattern of shading, particularly for those locations within close proximity to the buildings themselves. Therefore, the shade/shadow analysis identifies those areas that are currently shaded by existing buildings, the areas that would be shaded by the Project with County Office Building Option's high-rise buildings, and the new shadows that would occur in areas that are not currently shaded, as a result of the Project with County Office Building Option.

The Project with County Office Building Option's potential shading impacts on sun-sensitive uses are calculated according to the heights of the Project with County Office Building Option's structures and the approximate percentage of lot coverage under the Project with County Office Building Option's proposed Building Height Overlay. Project with County Office Building Option shadows are identified for the winter and summer solstices as well as the spring and fall equinoxes. Shadows for all other times of the year can be extrapolated between these four seasons and would not exceed the shadows identified as occurring at these four points in time. Shadow lengths, based on maximum building heights are identified for specific times of the day and vary somewhat by the season of the year.

Figures 37 through 39 depict the shade patterns created by existing uses, the shade patterns that would be created by the Project with County Office Building Option, and the shade patterns that would be created by the combination of existing uses and Project with County Office Building Option during the evaluated time periods. As shown in these figures, shadow

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<sup>70</sup> *Los Angeles CEQA Thresholds Guide, page L.3-1.*

<sup>71</sup> *Grand Avenue Project Historic Resources Technical Report, Section III.D.2.b, attached to this Draft EIR as Appendix C.*

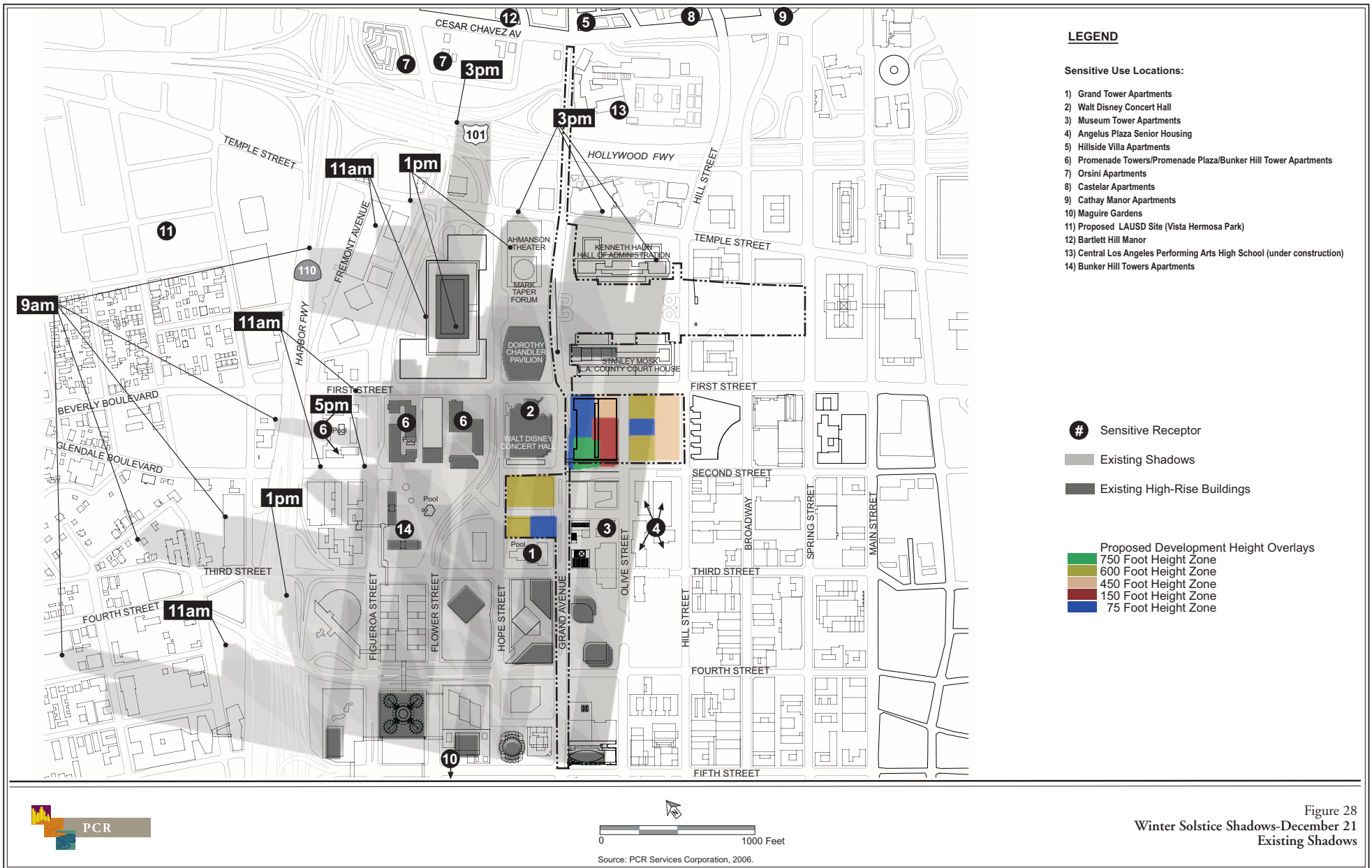
patterns vary throughout the day and the seasons of the year. The potential for shading to occur between the hours of 9:00 A.M. and 3:00 P.M. during the winter and spring and between the hours of 9:00 A.M. and 5:00 P.M. during the summer and fall is identified. These periods have been selected for analysis, in accordance with the provisions of the Los Angeles CEQA Thresholds Guide, as they represent the portion of the day during which maximum seasonal shadows occur that would be of concern to most people.

### **Winter Solstice**

Figure 28 on page 402 depicts the shadows generated by existing uses during the winter solstice. As shown in Figure 28, a pattern of shading that creates greater morning shading to the west of Figueroa Street and, to some extent to the west of the Harbor Freeway exists. Existing afternoon shadows extend to the vicinity of Temple Street and, west of Grand Avenue, to the Hollywood Freeway, and Parcels Q, W-1/W-2, and L and M-2 are shaded by offsite uses during the afternoon. Figure 29 on page 403 depicts the winter solstice shading pattern that would be created by the proposed development of Parcels Q, W-1/W-2, and L/M-2. As shown in Figure 29, the Project with County Office Building Option's morning shadows would extend primarily to the west of Grand Avenue, shading the Bunker Hill Promenade apartments and any recreational uses associated with this use. Afternoon shadows, which would extend to the north of Temple Street and the Hollywood Freeway, would shade the Walt Disney Concert Hall, the Los Angeles Music Center, and the future Central Los Angeles Performing Arts Senior High School. However, as shown in Figure 30 on page 404, the new areas of shading (areas that are not currently shaded) include the future Central Los Angeles Performing Arts Senior High School. A significant impact occurs if the Project with County Office Building Option shades currently unshaded off-site, shadow-sensitive uses for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. during the winter solstice. As shown in Figure 30, although the Project with County Office Building Option would result in shading where it does not currently occur, shading would not continue for more than three hours in any one location between the hours of 9:00 A.M. and 3:00 P.M. Therefore, the Project with County Office Building Option's shade/shadow impacts would be less than significant during the winter solstice.

### **Spring Equinox**

Figure 31 on page 405 depicts the shadows generated by existing uses during the spring equinox. As shown in Figure 31, shading is considerably less than during the winter solstice. Morning shadows during the spring equinox do not substantially shade any offsite, sensitive uses. Existing spring equinox afternoon shadows, which extend more easterly than during the winter solstice, create shade at the Walt Disney Concert Hall, and the Angelus Plaza Senior Housing development. However, existing shade effects are not considered substantive. Figure 32 on page 406 depicts the spring shading pattern that would be created by the Project with County Office Building Option. As shown in Figure 32, the Project with County Office Building



**LEGEND**

**Sensitive Use Locations:**

- 1) Grand Tower Apartments
- 2) Walt Disney Concert Hall
- 3) Museum Tower Apartments
- 4) Angelus Plaza Senior Housing
- 5) Hillside Villa Apartments
- 6) Promenade Towers/Promenade Plaza/Bunker Hill Tower Apartments
- 7) Orsini Apartments
- 8) Castelar Apartments
- 9) Cathay Manor Apartments
- 10) Maguire Gardens
- 11) Proposed LAUSD Site (Vista Hermosa Park)
- 12) Bartlett Hill Manor
- 13) Central Los Angeles Performing Arts High School (under construction)
- 14) Bunker Hill Towers Apartments

# Sensitive Receptor

Existing Shadows

Existing High-Rise Buildings

**Proposed Development Height Overlays**

- 750 Foot Height Zone
- 600 Foot Height Zone
- 450 Foot Height Zone
- 150 Foot Height Zone
- 75 Foot Height Zone

Figure 28  
Winter Solstice Shadows-December 21  
Existing Shadows

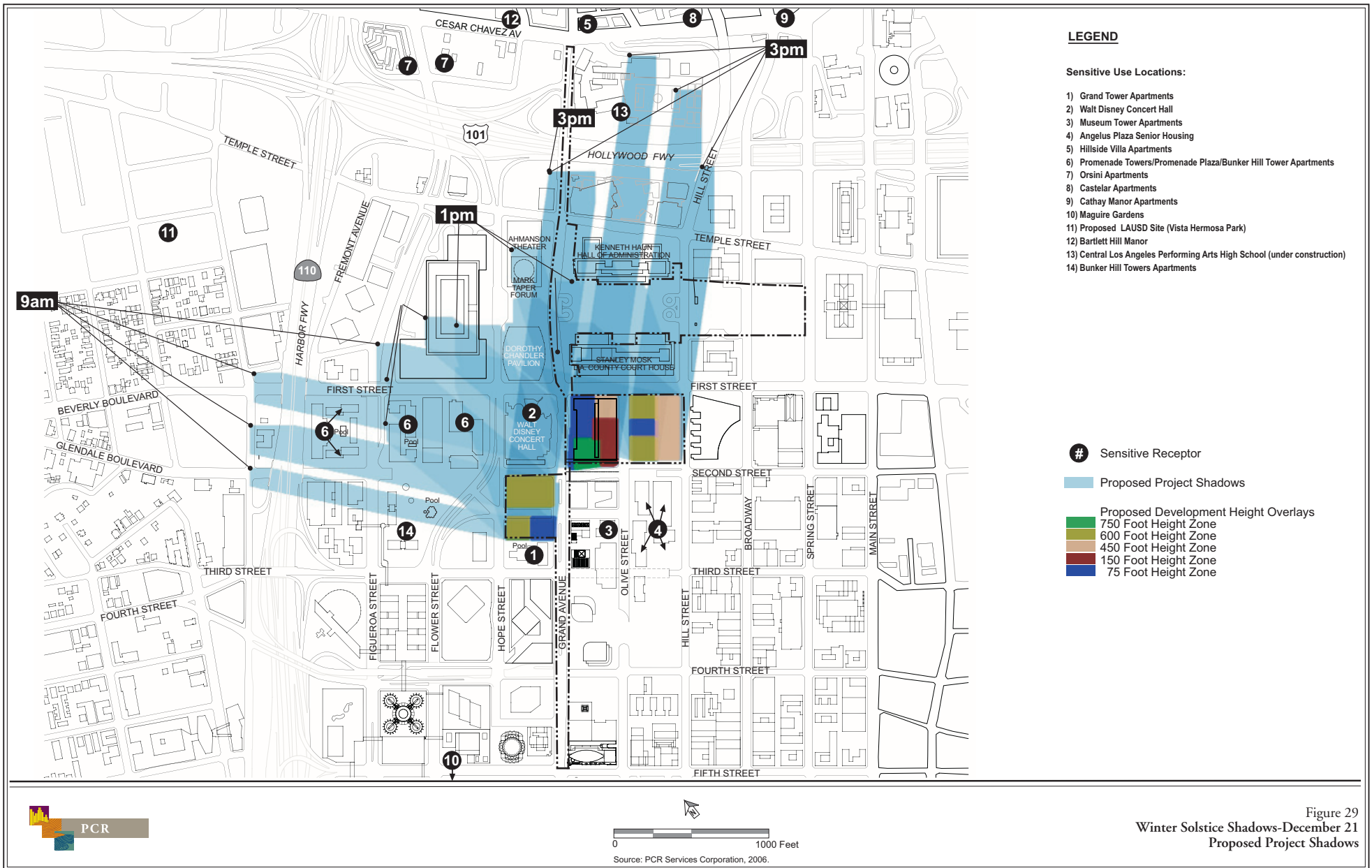
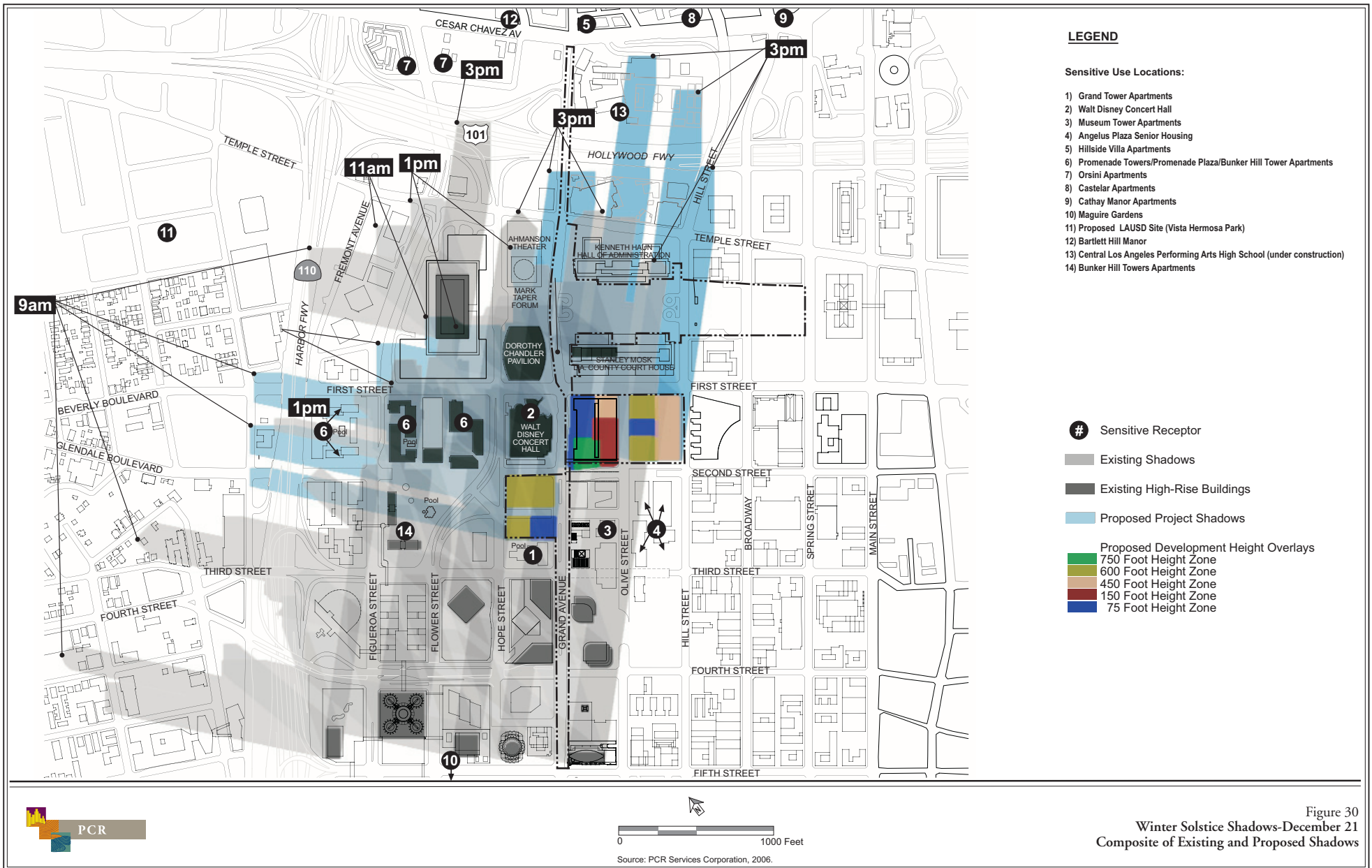


Figure 29  
Winter Solstice Shadows-December 21  
Proposed Project Shadows





**LEGEND**

**Sensitive Use Locations:**

- 1) Grand Tower Apartments
- 2) Walt Disney Concert Hall
- 3) Museum Tower Apartments
- 4) Angelus Plaza Senior Housing
- 5) Hillside Villa Apartments
- 6) Promenade Towers/Promenade Plaza/Bunker Hill Tower Apartments
- 7) Orsini Apartments
- 8) Castelar Apartments
- 9) Cathay Manor Apartments
- 10) Maguire Gardens
- 11) Proposed LAUSD Site (Vista Hermosa Park)
- 12) Bartlett Hill Manor
- 13) Central Los Angeles Performing Arts High School (under construction)
- 14) Bunker Hill Towers Apartments

# Sensitive Receptor

Existing Shadows

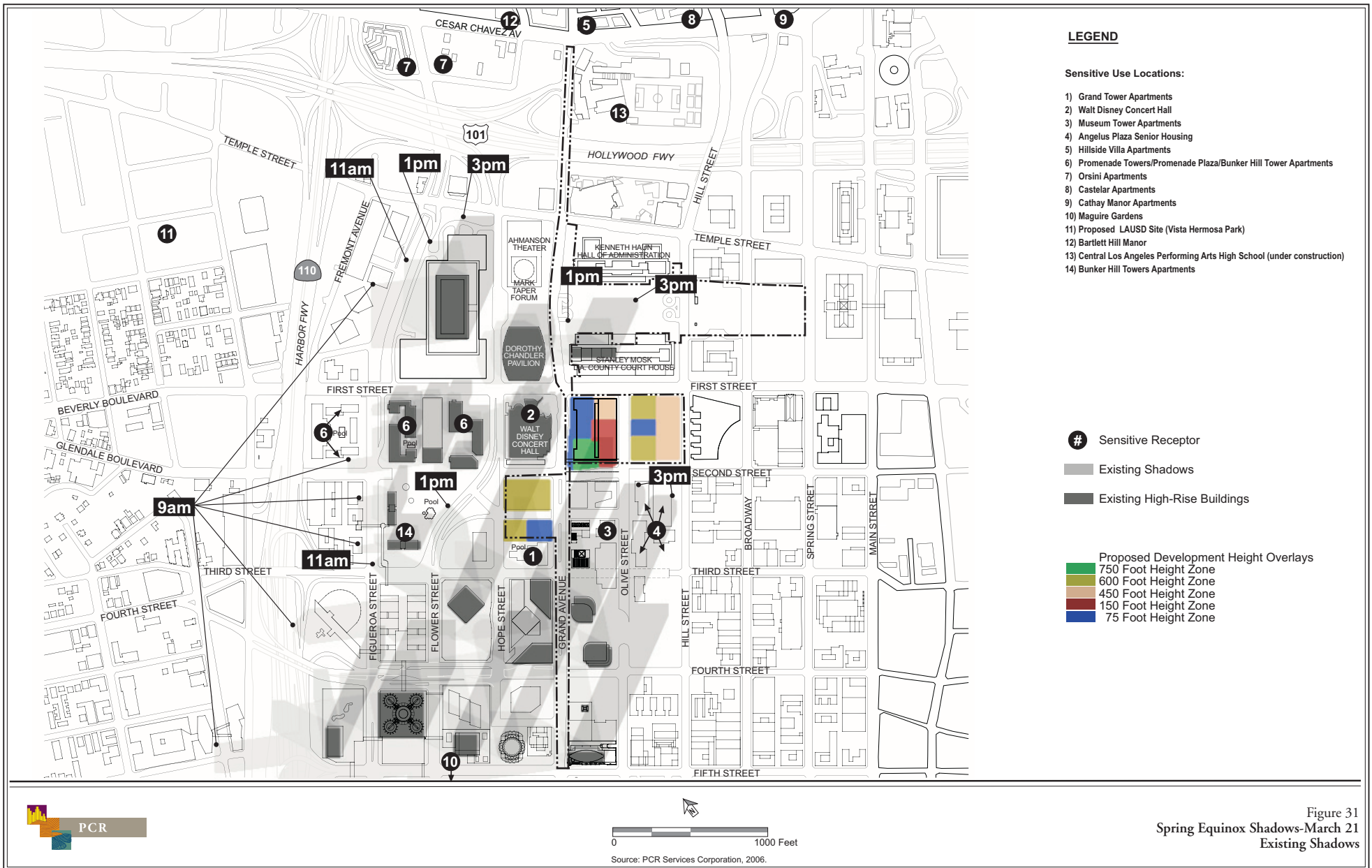
Existing High-Rise Buildings

Proposed Project Shadows

Proposed Development Height Overlays

- 750 Foot Height Zone
- 600 Foot Height Zone
- 450 Foot Height Zone
- 150 Foot Height Zone
- 75 Foot Height Zone

Figure 30  
 Winter Solstice Shadows-December 21  
 Composite of Existing and Proposed Shadows



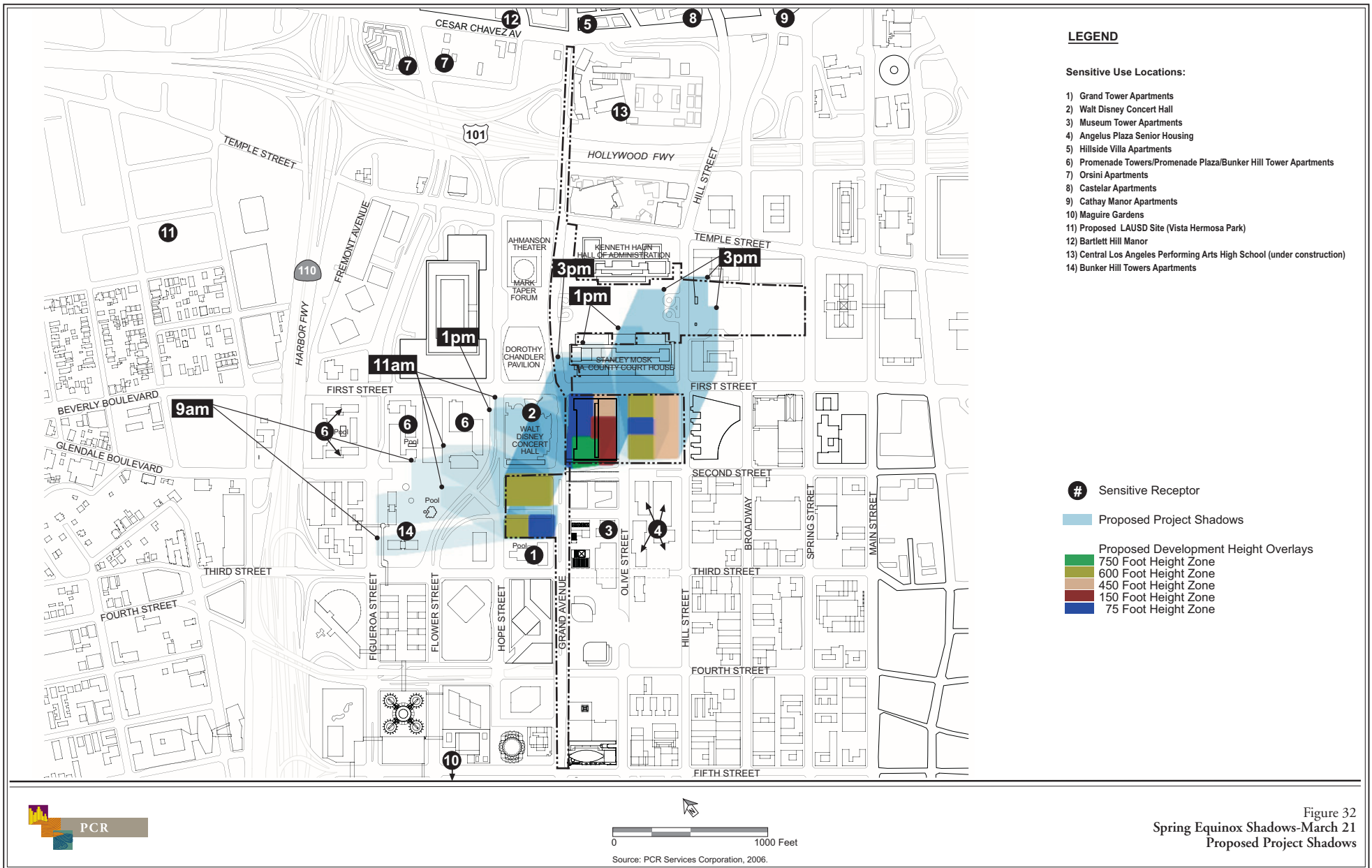


Figure 32  
Spring Equinox Shadows-March 21  
Proposed Project Shadows

Option's shadows would extend to the Bunker Hill Promenade property and to the Walt Disney Concert Hall during the morning (from Parcel Q). The Walt Disney Concert Hall would also be shaded by buildings in Parcels L and M-2 during the afternoon. As shown in Figure 33 on page 408, new shading of the Walt Disney Concert Hall and the Bunker Hill Promenade property would occur during the morning hours. New shading would also occur during the afternoon hours in the Civic Park, however, since this use is part of the Project with County Office Building Option, it would not be considered a sensitive use. A significant impact would occur if the Project with County Office Building Option would shade currently unshaded off-site, shadow-sensitive uses for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. during the spring equinox. As shown in Figure 33, although the Project would result in morning and afternoon shading where it does not presently occur, shading would not continue for more than three hours in any one location between the hours of 9:00 A.M. and 3:00 P.M. Therefore, the Project with County Office Building Option's shade/shadow impacts would be less than significant during the spring equinox.

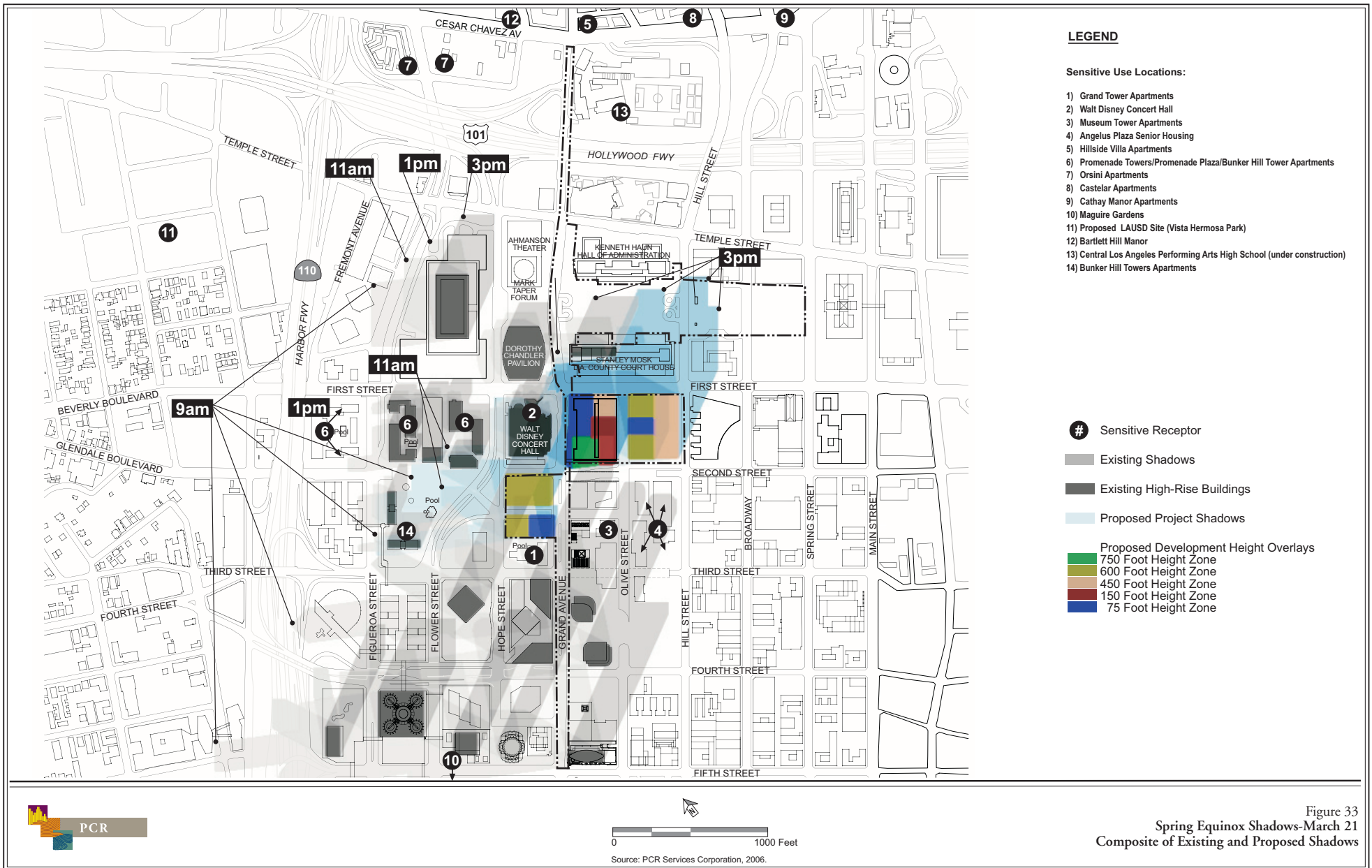
### **Summer Solstice**

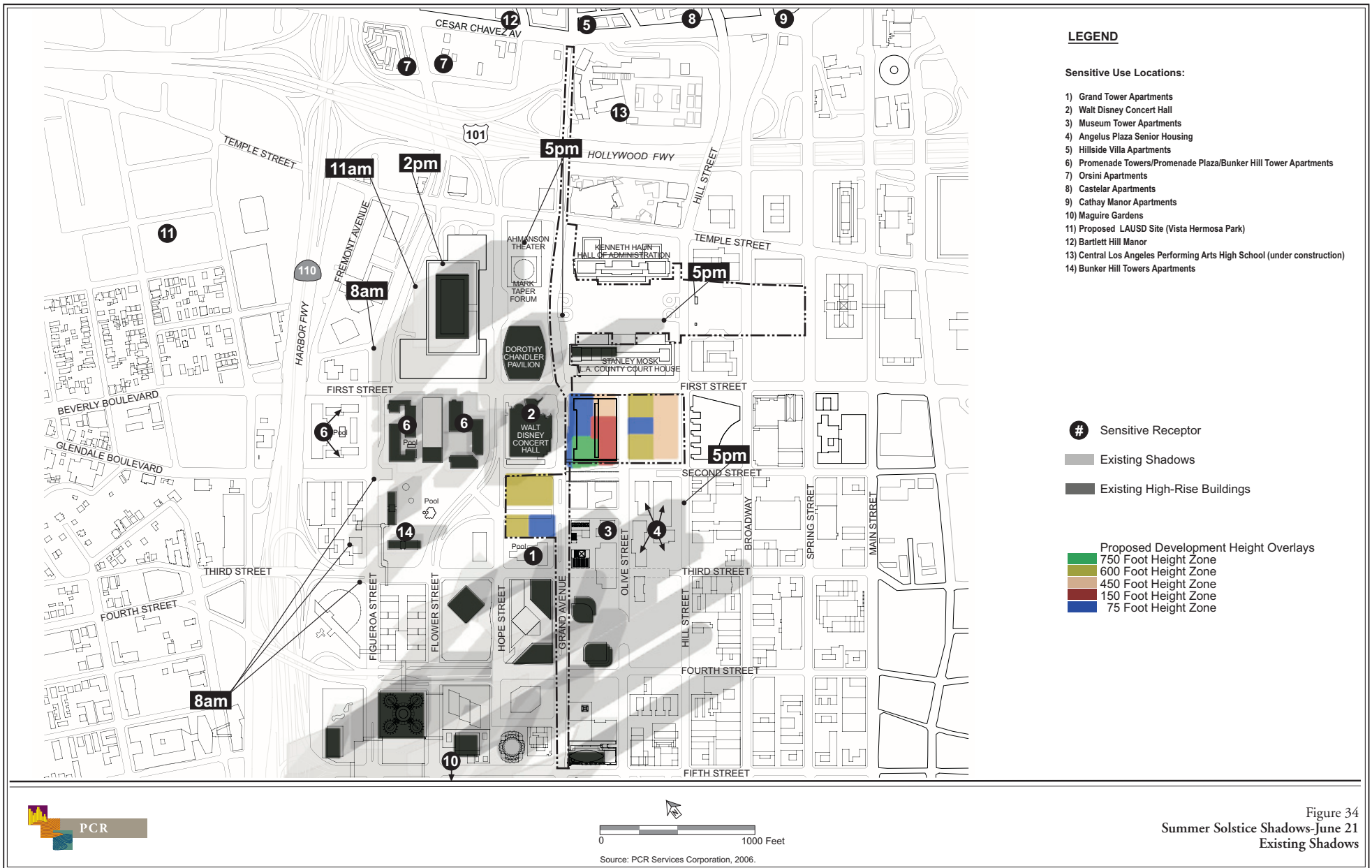
Figure 34 on page 409 depicts the shadows generated by existing uses during the summer solstice. As shown in Figure 34, shading extends much more easterly than during the winter solstice and spring equinox. Existing morning shadows do not substantially shade any offsite, sensitive uses. Existing afternoon shadows create shade at several offsite sensitive receptors along Grand Avenue and Olive Street, including the Walt Disney Concert Hall, Museum Tower Apartments, and the Angelus Plaza Senior Housing development. However, existing shade effects would not be considered substantive. Figure 35 on page 410 depicts the summer shading pattern that would be created by the Project with County Office Building Option. As shown in Figure 35, the Project with County Office Building Option's morning shadows would extend across the Grand Promenade Tower residential building, the Museum Tower Apartments, and the northwest corner of the Angelus Plaza senior housing complex. As shown in Figure 36 on page 411, new shading from Parcels W-1/W-2 would occur at the Angelus Plaza housing complex during the morning, but would not occur at any other sensitive uses during either the morning or afternoon periods. Since morning shadows are fast moving and would move away from the Angelus Plaza site prior to 11:00 A.M., significant impacts that are based on the shading of sensitive uses for more than four hours between the hours of 8:00 A.M. and 5:00 P.M. during the summer solstice would not occur. Therefore, the Project with County Office Building Option's shade/shadow impacts would be less than significant during the summer solstice.

### **Fall Equinox**

The existing shade/shadow pattern for the fall equinox is considerably more extensive than for the spring equinox, since it extends from 8:00 A.M. to 5:00 P.M. As shown in Figure 37 on page 412, several sensitive uses are shaded during the morning and the afternoon periods.







**LEGEND**

**Sensitive Use Locations:**

- 1) Grand Tower Apartments
- 2) Walt Disney Concert Hall
- 3) Museum Tower Apartments
- 4) Angelus Plaza Senior Housing
- 5) Hillside Villa Apartments
- 6) Promenade Towers/Promenade Plaza/Bunker Hill Tower Apartments
- 7) Orsini Apartments
- 8) Castelar Apartments
- 9) Cathay Manor Apartments
- 10) Maguire Gardens
- 11) Proposed LAUSD Site (Vista Hermosa Park)
- 12) Bartlett Hill Manor
- 13) Central Los Angeles Performing Arts High School (under construction)
- 14) Bunker Hill Towers Apartments

# Sensitive Receptor

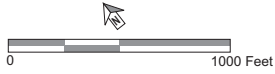
Existing Shadows

Existing High-Rise Buildings

**Proposed Development Height Overlays**

- 750 Foot Height Zone
- 600 Foot Height Zone
- 450 Foot Height Zone
- 150 Foot Height Zone
- 75 Foot Height Zone

Figure 34  
Summer Solstice Shadows-June 21  
Existing Shadows



Source: PCR Services Corporation, 2006.

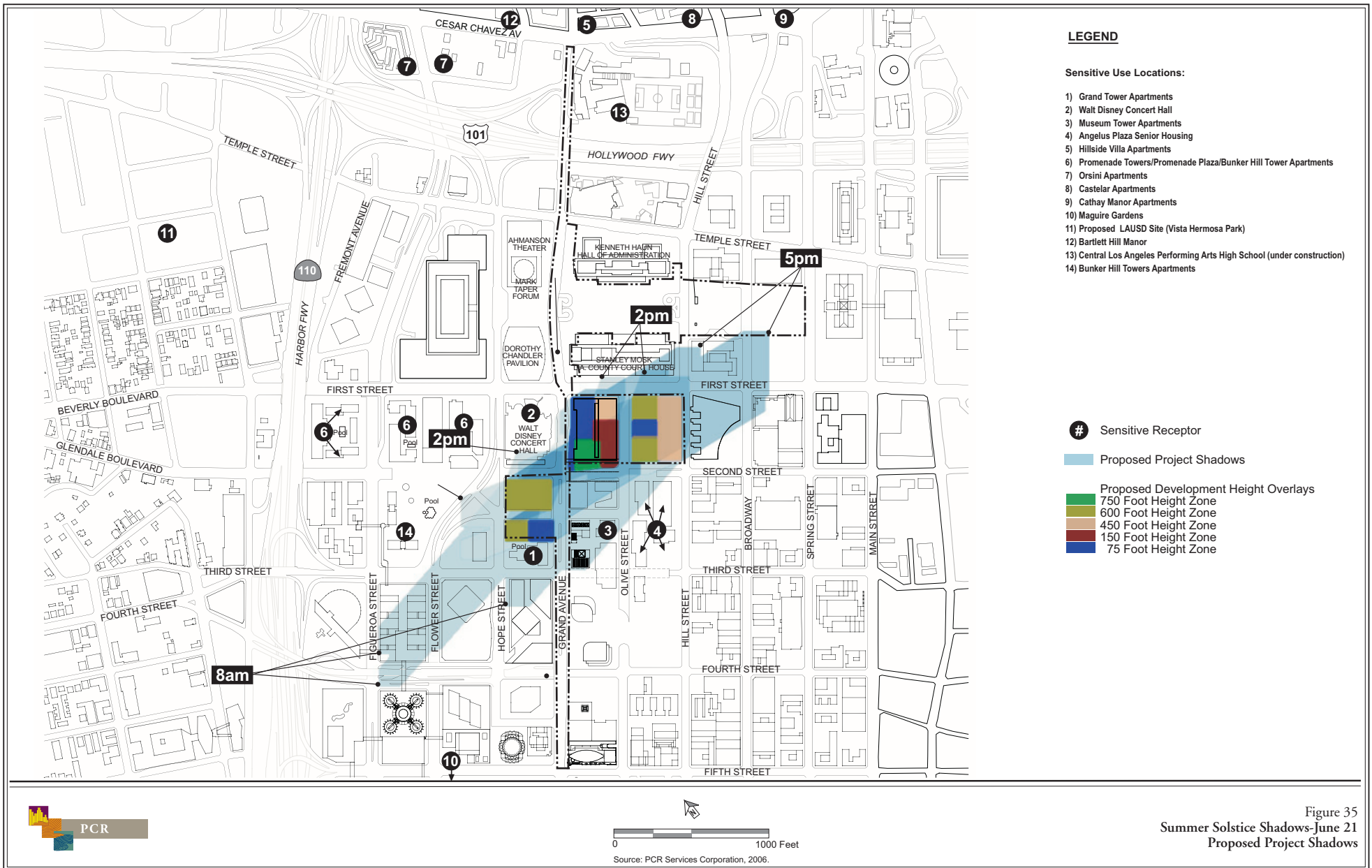
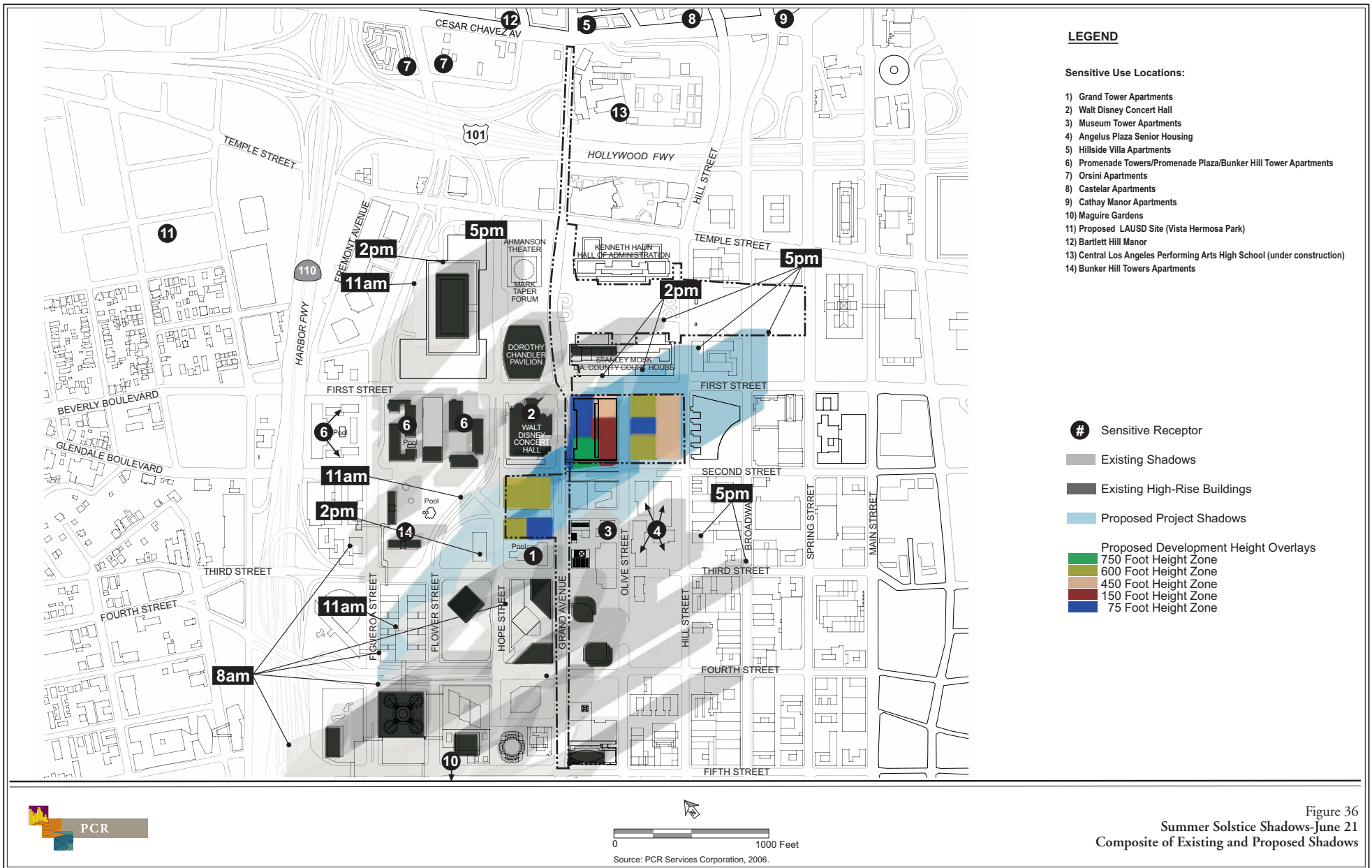


Figure 35  
 Summer Solstice Shadows-June 21  
 Proposed Project Shadows





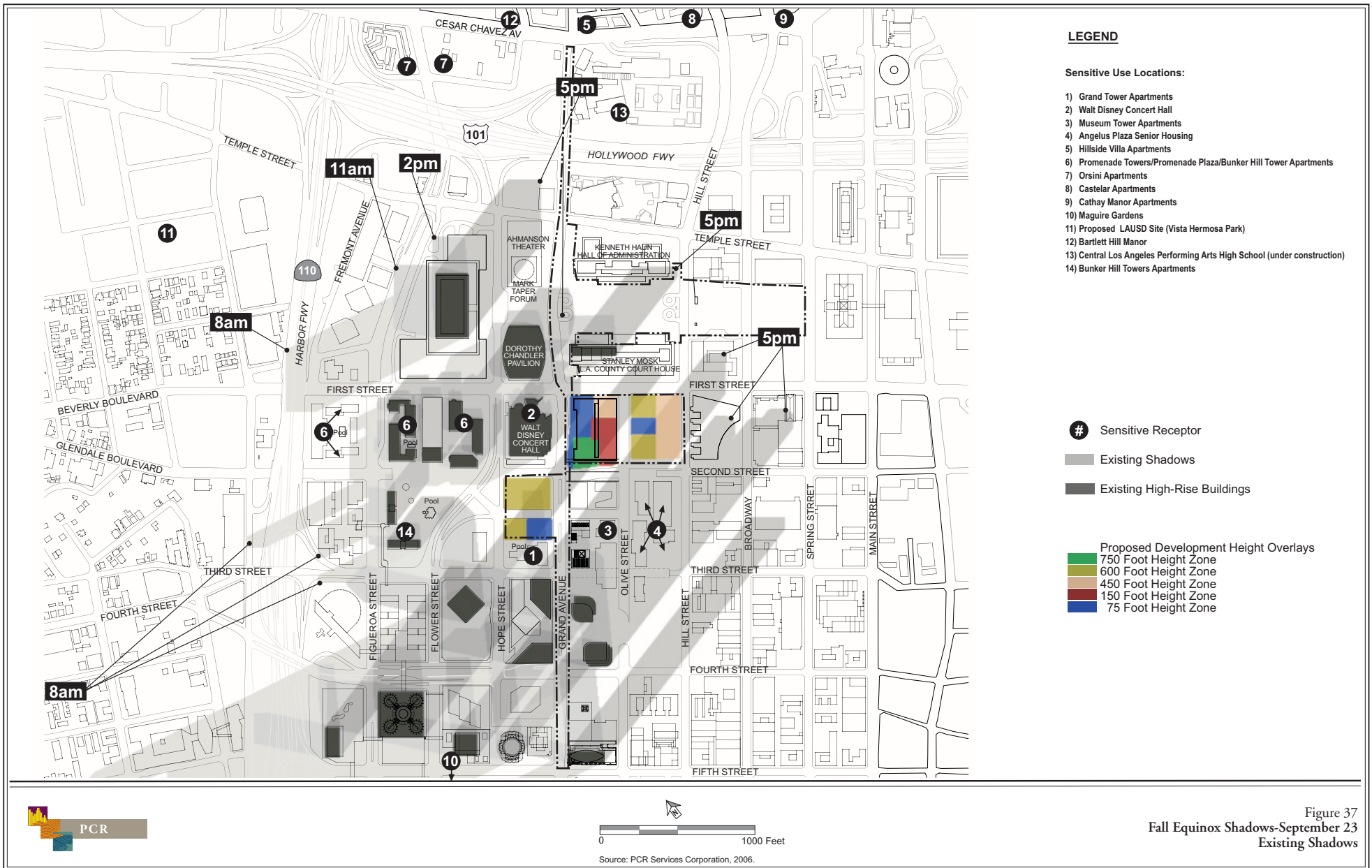
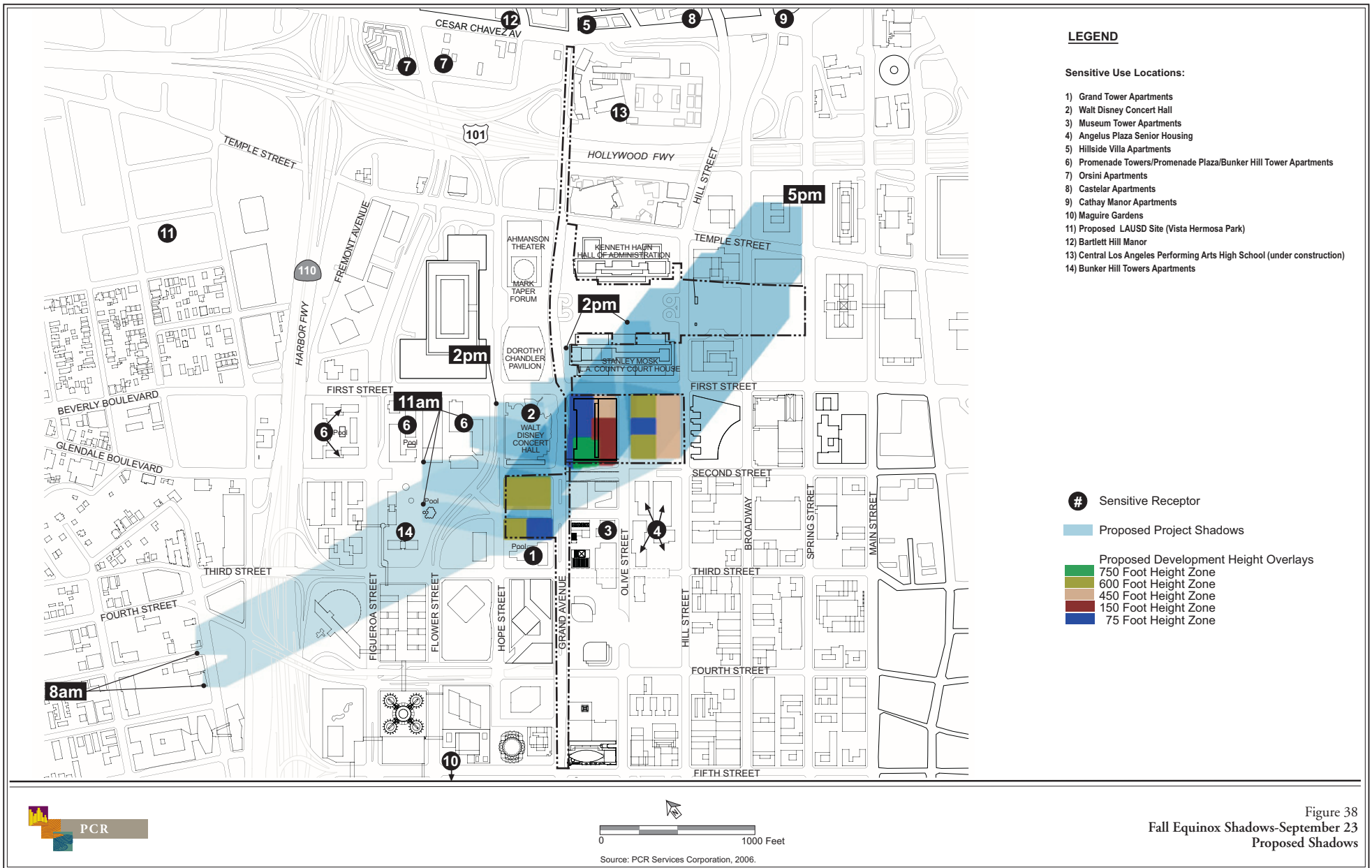


Figure 37  
Fall Equinox Shadows-September 23  
Existing Shadows

During the morning period, the Maguire Gardens east of Flower Street is shaded. During the afternoon, the Bunker Hill Promenade Tower apartments, and Angelus Plaza Senior Housing are shaded. Figure 38 on page 414, which depicts the Project with County Office Building Option's fall equinox shading pattern, shows that the Project with County Office Building Option's morning shadows from would extend across the Walt Disney Concert Hall and the open space property associated with the Bunker Hill Promenade apartments. Afternoon shadows, although extending to the north of Temple Street, would not shade any sensitive uses. As shown in Figure 39 on page 415, a section of new shading would occur on the Bunker Hill Promenade apartments' open space during the 8:00 A.M. hour and no other sensitive uses would be affected. As shown in Figure 39, no new shading impacts would occur for more than four hours. Therefore, significant impacts that are based on the shading of sensitive uses for more than four hours between the hours of 8:00 A.M. and 5:00 P.M. during the fall equinox would not occur. Therefore, the Project with County Office Building Option's shade/shadow impacts would be less than significant during the fall equinox.

### **(b) Project with Additional Residential Development Option**

The Project with Additional Residential Development Option would replace the proposed 681,000 square-foot County office building on Parcels W-1/W-2 with a residential building of an equivalent size, although the mass and floor area may vary. The Project with Additional Residential Development Option would have a maximum floor area of 3,600,000 square feet, the same as under the Project with County Office Building Option. In addition, the Conceptual Plan's building height overlays would also be the same as under the Project with County Office Building Option. For purposes of this analysis only, open space and building mass also is assumed to be comparable to that under the Project with County Office Building Option. The Project with Additional Residential Development Option would also implement the Civic Park and Grand Avenue Streetscape Program, in the same manner as under the Project with County Office Building Option. The Project with Additional Residential Development Option would thus have the same visual character as the Project with County Office Building Option and, as with the Project with County Office Building Option, would not substantially contrast with the visual quality of the surrounding area. Also, since the design features of both Options would be of comparable high architectural standards, the Project with Additional Residential Development Option would not impede the achievement of the urban design goals of the applicable land use plans. As both Project Options would have a comparable height and building mass, the Project with Additional Residential Development Option would, therefore, create similar and potentially significant view impacts. As with the Project with County Office Building Option, the Project with Additional Residential Development Option would have similar cladding materials and specific design would be unknown. As such, glare impacts would be potentially significant. Since the Project with Additional Residential Development Option would have greater nighttime occupancy than the Project with County Office Building Option, due to its residential component, light spillage and ambient light onto off-site areas would be greater. However, due



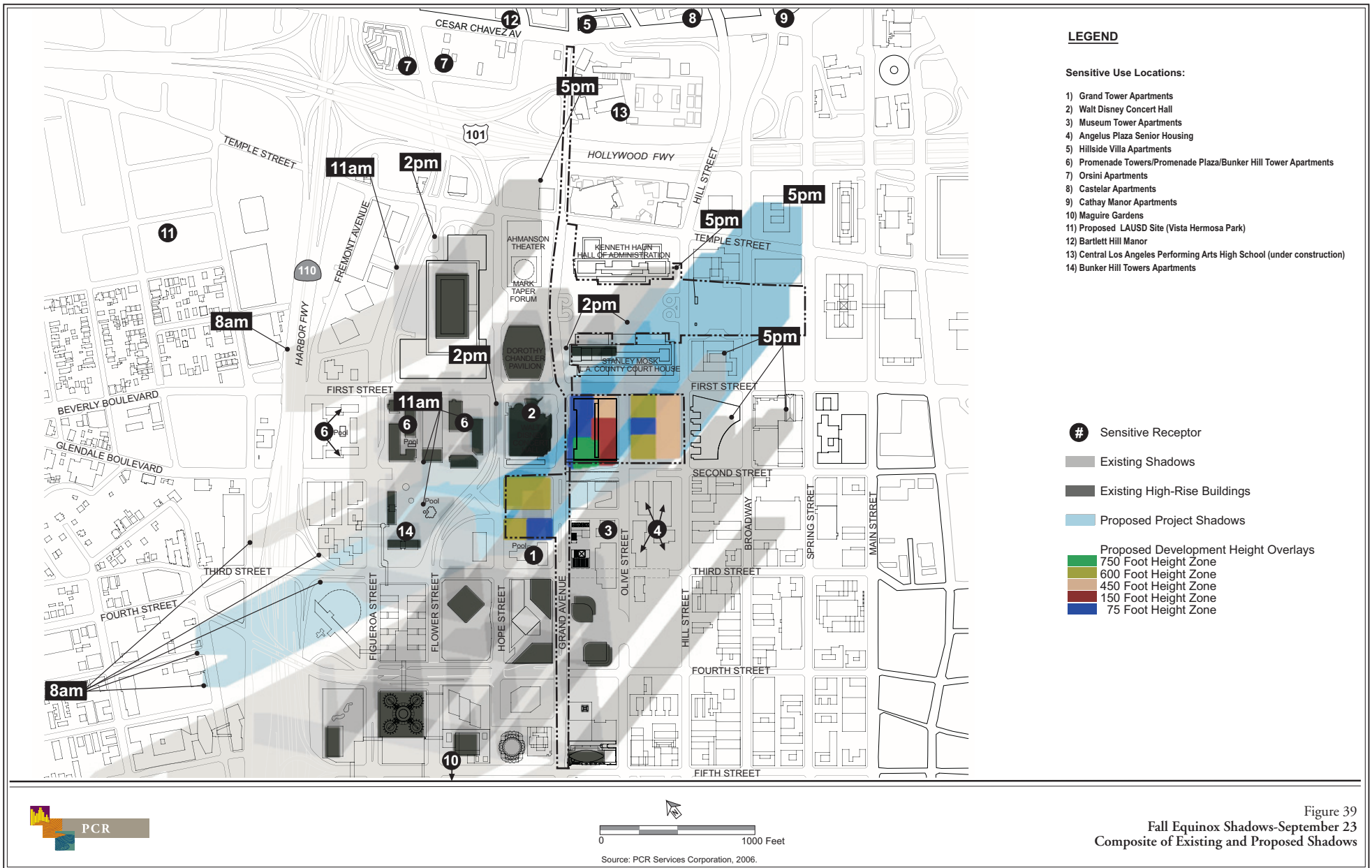


Figure 39  
 Fall Equinox Shadows-September 23  
 Composite of Existing and Proposed Shadows

to the urban character and relatively high ambient light in the area, the increase in ambient light generated by the Project with Additional Residential Development Option would be less than significant. As the building height and massing standards under the Project with Additional Residential Development Option would be similar, shade/shadow impacts would be the similar and less than significant.

#### 4. CUMULATIVE IMPACTS

As shown in Section III.B of this EIR, 93 related projects are identified as potentially occurring in the Project's study area. Of these, approximately 14 projects are located within an area that could cumulatively contribute to the Project's visual quality, view, light and glare, and shade/shadow impacts. Relevant related projects, which are located between Fifth Street on the south, Los Angeles Street on the east, the Harbor Freeway on the west and the Hollywood Freeway on the north, include the following:

- Related Project No. 1: Plaza de Cultura y Arte, a community cultural center in the 500 block of North Main Street;
- Related Project No. 9: 162 apartments at 205-207 South Broadway;
- Related Project No. 25: Metro 217, 277 lofts at 417 South Hill (conversion of subway terminal building);
- Related Project No. 27: Federal Courthouse, between First and Second Streets, south of Hill Street;
- Related Project No. 28: Douglas Building, a mixed residential and retail at 257 South Spring Street (conversion of a 1898 building);
- Related Project No. 30: Rowan Building, 209 loft apartments at 458 South Spring Street (conversion of Rowan Building);
- Related Project No. 31: Little Tokyo branch City of Los Angeles library at 203 South Los Angeles Street;
- Related Project No. 32: Residential loft and retail, Fourth and Main Streets;
- Related Project No. 33: 146-unit condominium project at 108 West Second Street;
- Related Project No. 43: Police Headquarters facility at First and Main Streets;

- Related Project No. 56: Hall of Justice at Temple and Spring Street (30-employee increase);
- Related Project No. 84: Title Guarantee Building with 74 apartments at 411 West Fifth Street; and
- Related Project No. 88: Mixed-use 450 apartments and 15,000 sq. ft. of retail at 250 South Hill Street.
- Related Project No. 92: Amended Design for Development to the Bunker Hill Redevelopment Plan Program EIR, Parcel Y, consisting of 960,000 sq. ft. of offices and 100,000 sq. ft. of retail floor area in the block bounded by Hill, Third, Olive and Fourth Streets.

Due to the drop in elevation at Grand Avenue and Fifth Street, and the intervening buildings between the Project site and locations south of Fifth Street, related projects located south of Fifth Street, as previously discussed, are considered too distant from the Project site to cumulatively contribute to visual quality, view, light and glare, and shade/shadow impacts. For this reason, other related projects such as Related Project No. 93 at Olympic Boulevard and Grand Avenue, are not considered contributing projects in the evaluation of Aesthetics and Visual Resources impacts.

Other related projects would be not be located close enough to the Parcels Q, W-1/W-2, L, and M-2, Grand Avenue (between Fifth Street and Caesar Chavez Avenue), and the Civic Park to be within the same field of view as the Project and, therefore, would not cumulatively contribute to specific visual quality, view, light and glare, or shade/shadow impacts. However, the total related projects would contribute to general environmental effects, such as overall visual quality and ambient light.

#### **a. Visual Quality**

Three related projects, including No. 9, a 162-unit apartment building at 205-207 South Broadway; No. 27, a new Federal Courthouse at the south side of Hill Street, between First and Second Streets; and No. 88, a 450-unit apartment and retail complex at 250 South Hill Street, are located within the same line-of-sight as the Project, as viewed from the vicinity of First and Second Streets and Hill Street. Related Project No. 93, located between Third and Fourth Streets in the California Plaza complex, would also be located within the same field of view as the Project, as viewed from the north. Due to the proximity of these related projects, a cumulative visual quality impact with proposed development in Parcels Q and W-1/W-2 could occur. It is anticipated, however, that all of these projects would be constructed with high-quality materials and architectural design. In addition, related projects would contribute to sidewalk and



streetscape improvements and, therefore, would improve the pedestrian environment and activity of the downtown area. It is also expected that the total related projects, including the proposed Plaza de Cultura Y Arte, on North Main Street; the Little Tokyo Branch Library on South Los Angeles Street; and the re-adaptation of older or underutilized buildings, such as the conversion to residential uses of the subway terminal building on South Hill Street, the 1898 Douglas Building on South Spring Street, the Rowan Building on South Spring Street, and the Title Guarantee Building on West Fifth Street, would contribute to the overall quality and pedestrian ambience of the downtown area. Therefore, the cumulative visual quality impact of these projects in combination with the proposed Project is concluded to be less than significant.

#### **b. Views**

Development of related projects in close proximity to the Parcels Q, W-1/W-2, and L and M-2 would cumulatively contribute to view blockages. The nearest related projects include Related Projects No. 9, No. 27, and No. 88, which are located to the east of Hill Street, and No. 92, which is located to the south of Third Street. Related Project No. 88 would be located east of the Angelus Plaza senior housing complex, which has an east-west orientation (windows are located on the east and west sides of the buildings). Since it would be located to the east of Angelus Plaza, Related Project No. 88 would potentially block some easterly views from the existing Angelus Plaza residential use toward Los Angeles City Hall, an architecturally and historically distinguished building. The blockage of views of City Hall would be considered potentially significant and, since the development in Parcels W-1/W-2 would also block views of City Hall from Olive Street, cumulative impacts relative to views of City Hall are concluded to be significant.

#### **c. Light and Glare**

The combination of the proposed Project and the 93 related projects would increase ambient light in downtown Los Angeles, since all related projects would have generate greater activity, spillage from windows, illuminated signs, and other light sources than under existing conditions. The increase in ambient light is not considered significant since greater ambient light generated by activity, would be appropriate in the downtown area and enhance the vibrancy of the area as well as overall pedestrian safety. The related projects' retail components would require the use of more illuminated signage than under existing conditions and, as with the Project, would be subject to LAMC regulations and site plan review. Since the intent of the General Plan Framework and the Community Plan is to increase commercial activity in the downtown area, and the downtown is a major center of commerce, illuminated signage associated with street front retail uses and restaurants would not substantially alter the character of the surrounding area. In addition, under the Municipal Code, illuminated signs may not be permitted that would interfere with performance of an offsite activity, including the safe operation of a motor vehicle. As such, cumulative light increases from illuminated signs and

light spillage would be less than significant. The Federal Courthouse (Related Project No. 27) would be located in the same line-of-sight as the Project, as viewed from westbound First Street. Since any reflective surfaces have the potential to create glare, and cladding materials and other surface features of Related Project No. 27 are unknown, Related Project No. 27 has the potential to generate a potentially significant glare impact from reflected sunlight on westbound First Street. With the implementation of recommended mitigation measures, which require a technical glare analysis and review of the Project's building materials, the Project's potentially significant glare impact would be reduced to less than significance. Therefore, since the Project would not contribute to the potential glare impacts of adjacent related uses, cumulative glare impacts would be less than significant.

#### **d. Shade/Shadow**

Depending on its proposed height, Related Project No. 27, which would be located at the southeast corner of Hill Street and First Streets and could generate shade/shadow impacts on the Angelus Plaza senior housing complex during the morning hours on the summer solstice. Related Project No. 27, the future Federal Courthouse, would be constructed at a site currently occupied by a 7-story office building. If the proposed Federal Courthouse were to exceed seven stories, new shading impacts on the Angelus Plaza site would occur from this related project.

Depending on the proposed heights of Related Projects Nos. 9 and 88, these related projects would shade a portion of the Angelus Plaza site during the morning hours of all four seasons. Since the development on Parcels W-1/W-2, under both the Project with County Office Building Option and Project with Additional Residential Development Option, would shade the northwest corner of this sensitive use (Angelus Plaza) during the morning hours of the summer solstice, potentially significant cumulative shade/shadow impacts associated with Related Projects Nos. 9, 27, and 88 would occur.

Related Project No. 92, a proposed mixed office and retail high-rise, would be located directly south of the Angelus Plaza site south of Angels Flight. This related project would generate considerable shading of the Angelus Plaza site during the winter solstice and fall/spring equinoxes. Since the Project would not shade Angelus Plaza during the winter solstice and fall/spring equinoxes, no cumulative impacts would occur during these seasons. Related Project No. 92 would not shade Angelus Plaza during the summer solstice at which time Project shading would occur. Therefore, Related Project No. 92 would not contribute to the Project's cumulative shade/shadow impacts. All other related projects' shade/shadow impacts would not cumulatively contribute to the Project's shading and, as such, would be cumulatively less than significant.



## 5. MITIGATION MEASURES

Mitigation Measures are proposed below to reduce the Project's potentially significant aesthetic and visual resources impacts. In addition to these measures, the Project would comply with regulatory measures and provide project design features which further reduce the Project's less than significant impacts. These measures are listed separately below.

### a. Construction

#### Mitigation Measures

**Mitigation Measure C-1:** During Project construction, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials remain posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period. The City's Department of Building and Safety or other appropriate City agency or department, shall determine compliance with this measure with regard to construction associated with the five development parcels and the Streetscape Program. The County's CAO and/or Department of Public Works shall determine compliance with this measure with regard to construction of the Civic Park.

#### Regulatory Measures

**Regulatory Measure C-1:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Streetscape Program under the applicable agreements, shall prepare and implement a tree replacement plan should mature trees along Grand Avenue be impacted by Project construction. Existing mature trees shall be replaced at a ratio of not less than 1:1, to the extent consistent with the final streetscape design. The City's Department of Building and Safety or other appropriate City agency or department, shall determine compliance with this measure with regard to the five development parcels and the Streetscape Program.

#### Project Design Features

**Project Design Feature C-1:** Prior to the start of construction along the east side of Grand Avenue, between First and Temple Streets, the responsible parties for

implementation of the Civic Park and Streetscape Program under the applicable agreements shall coordinate construction of park improvements in the westerly Civic Park sector with any installation of streetscape and other improvements on Grand Avenue between First and Temple Streets to reduce the duration and visual impact of construction activities. Scheduling of construction activities for the Civic Park and the Streetscape Program shall be reviewed and approved by the Authority, and shall be implemented by the responsible parties.

**Project Design Feature C-2:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall schedule and coordinate sidewalk construction with the development of the adjacent parcels to reduce the duration and visual impact of construction activities. Scheduling of construction activities for the five development parcels, the Civic Park and the Streetscape Program shall be reviewed and approved by the Authority and implemented by the responsible parties.

## b. Operation

### Mitigation Measures

**Mitigation Measure C-2:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, shall submit a design plan and technical analysis, prepared by the Project's architect that demonstrates that the final selection of building materials for the five development parcels shall not create a significant glare impact on any offsite sensitive uses, including line-of-sight glare on any street or commercial, residential, or cultural use. The approved design plan shall be implemented by Related with regard to the five development parcels. The design plan and technical study shall be reviewed and approved by the Authority.

**Mitigation Measure C-3:** Prior to each construction phase, Related with regard to the five development parcels, shall prepare, and thereafter implement, plans and specifications to ensure that architectural lighting is directed onto the building surfaces and have low reflectivity in accordance with Illuminating Engineers Society (IES) standards to minimize glare and limit light onto adjacent properties.

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### **Regulatory Measure**

**Regulatory Measure C-3:** Prior to the completion of final plans and specifications, the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall prepare lighting plans and specifications for the design type of light fixtures, height of light standards, and orientation of light fixtures and standards within the public right-of-way to ensure that all light fixtures do not interfere with the activities occurring within these areas. Lighting plans with regard to the Streetscape Program shall be submitted to the City's Department of Building and Safety or other appropriate City agency or department, for review and approval. Lighting plans with regard to the Civic Park shall be submitted to the County of Los Angeles CAO and/or Department of Public Works for review and approval. Approved lighting plans shall be implemented by the responsible parties.

**Regulatory Measure C-4:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park under the applicable agreements shall submit to the Authority, for review and approval, building plans and specifications that demonstrate that all ventilation, heating and air conditioning ducts, tubes, and other such mechanical equipment shall be screened from the line-of-sight from the street. Approved building plans and specifications shall be implemented by the responsible parties.

**Regulatory Measure C-5:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements shall submit design plans that demonstrate that all utility lines and connections are constructed underground. Approved utility plans and connections with regard to the five development parcels shall be reviewed and approved by the Authority, whereas the City's Department of Building and Safety or other appropriate City agency or department, shall review and approve with regard to the Streetscape program. Approved utility lines and connections shall be implemented by the responsible parties.

**Regulatory Measure C-6:** Prior to construction, Related, with regard to the five development parcels, shall submit design plans for trash collection areas to the Authority, for review and approval. Trash collection areas shall be screened from line of sight from the street. Approved design plans shall be implemented by Related.

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## Project Design Feature

**Project Design Feature C-3:** Prior to the start of each construction work phase, Related, with regard to the five development parcels, and the responsible parties for implementation of the Civic Park and Streetscape Program under the applicable agreements, shall prepare architectural plans that shall be reviewed and approved by the Authority, such that all ground-level building fixtures, including, but not limited to, security gates, landscape light fixtures, pedestrian lights, air intake shafts, and other appurtenances are integrated into the architectural theme and/or design of the respective Project components. Approved architectural plans shall be implemented by Related and the responsible parties.

## 6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

### a. Visual Quality

Construction activities would have the potential to create an untidy and disruptive appearance. With the implementation of Mitigation Measures C-1 through C-4, construction impacts would be reduced to a less than significant level. The redevelopment plans for the Civic Park would require the removal of mature vegetation and existing water features. Since a high-quality landscaping plan is anticipated to be implemented to replace removed trees, shrubs, and landscaping with formal gardens and trees, the replacement would reduce impacts to a less than significant level. The Project would also contribute to downtown Los Angeles' high-quality architecture and landscape and enhance the urban skyline and would not cause the substantial alteration, degradation, or elimination of the existing visual character of the area. In addition, the urban nature of the Project, including high-rise towers would be consistent with the visual character of the surrounding area and its aesthetic image. The implementation of mitigation measures would further enhance the visual quality of the Project. The Project would also be consistent with the applicable urban design guidelines and regulations of the General Plan Framework, Central City Community Plan, Bunker Hill Redevelopment Plan, the existing Bunker Hill Design for Development, Downtown Strategic Plan, and Los Angeles the Civic Center Shared Facilities and Enhancement Plan. Therefore, the Project would have a less than significant impact with regard to visual quality/aesthetics and applicable plans and regulations.

### b. Views

The Project would result in less than significant impacts related to panoramic views of the City's skyline from public view locations, or of unique structures forming the panoramic skyline. The Project would obstruct views of the Walt Disney Concert Hall and distant vistas to

the north, possibly including the San Gabriel Mountains, from the Grand Promenade Tower, a 28-story residential building located south of Parcel M-2. Development on Parcels, W-1/W-2 would substantially block views of City Hall from Olive Street, a public street, under both the Project with County Office Building Option and the Project with Additional Residential Development Option. In addition, development on Parcel Q would block distant vistas to the north, possibly including the San Gabriel Mountains, from the upper stories of the Museum Tower residential building. Therefore, view impacts on the Grand Promenade Tower, Olive Street, and Museum Tower would be significant and unavoidable.

### **c. Light and Glare**

The Project would increase ambient light compared to existing conditions, due to improved pedestrian lighting in the Civic Park and along Grand Avenue, commercial signage associated with businesses on Grand Avenue, business activity including increased vehicle traffic, light spillage from the anticipated on-site high-rise towers, and architectural, security, and landscape lighting. The significance of light and glare impacts is determined according to the degree to which Project lighting would substantially alter the character of off-site areas and the degree to which light and glare would interfere with the performance of an offsite activity. Although ambient lighting would increase, the increased ambient light would not alter the character of the highly urbanized area or prevent the performance of any offsite activity, such as the safe operation of a motor vehicle. The Project would generate potential glare associated with special events lighting in the Civic Park and reflected sunlight from building surfaces. With the implementation of Mitigation Measures C-9 through C-11, potential light and glare impacts associated with special events lighting and reflected sunlight would be reduced to less than significant levels.

### **d. Shade/Shadow**

The Project would not shade any offsite sensitive uses in excess of the established significance thresholds and, therefore, would not cause any significant and unavoidable shade/shadow impacts. However, a potentially significant cumulative shade-shadow impact would occur with combined shading of the Angelus Plaza residential complex by Related projects Nos. 9, 27, and 88 during the morning hours on the summer solstice.

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## **IV. ENVIRONMENTAL IMPACT ANALYSIS**

### **D. HISTORICAL RESOURCES**

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#### **1. INTRODUCTION**

The purpose of this section is to identify and evaluate any historic resources that may be affected by the implementation of the proposed Project, to assess any potential impacts of the Project on these historic resources, and to recommend mitigation measures for those adverse impacts identified, as appropriate. This section is based on the Historic Resources Technical Report, June 2, 2006, Appendix C of this Draft EIR.

#### **2. ENVIRONMENTAL SETTING**

##### **a. Regulatory Framework**

Numerous laws and regulations require federal, state, and local agencies to consider the effects of a proposed project on historic resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies (e.g., State Historic Preservation Office and the Advisory Council on Historic Preservation). The National Historic Preservation Act (NHPA) of 1966, as amended; the California Environmental Quality Act (CEQA); the California Register of Historical Resources; and the City of Los Angeles Cultural Heritage Ordinance are the primary federal, state, and local laws governing and affecting the preservation of historic resources of national, state, regional, and local significance. Additional local regulations and policies pertinent to historic resources and the proposed Project include the City of Los Angeles, Board of Cultural Affairs Commissioners Control over Works of Art and the City's Historic Preservation Element.

##### **(1) Federal Level**

###### **National Register of Historic Places**

The National Register of Historic Places (National Register) was established by the National Historic Preservation Act (NHPA) of 1966, as “an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from

destruction or impairment.”<sup>67</sup> The National Register recognizes properties that are significant at the national, state, and local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. Four criteria have been established to determine the significance of a resource:

- A. It is associated with events that have made a significant contribution to the broad patterns of our history; or
- B. It is associated with the lives of persons significant in our past; or
- C. It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. It yields, or may be likely to yield, information important in prehistory or history.

Unless the property possesses exceptional significance, it must be at least fifty years old to be eligible for National Register listing. Certain types of properties normally excluded from consideration, such as being less than fifty years of age, may be eligible for the National Register if they meet special requirements called Criteria Considerations.

For the purposes of the historic resources assessment performed for this Draft EIR, the special consideration associated with properties less than fifty years of age is applicable. National Register Criteria Consideration G: Properties That Have Achieved Significance Within The Last Fifty Years stipulates the requirements a property must meet to qualify under this particular criteria consideration category. The phrase “exceptional importance” does not require that the property be of national significance. It is a measure of a property’s importance within the appropriate historic context, whether the scale of that context is local, regional, State, or national. In applying this criteria consideration it is important for a property to be evaluated only when sufficient historical perspective exists to determine that it is exceptionally important. The necessary perspective can be provided by scholarly research and evaluation, and must consider both the historic context and the specific property’s role in that context.

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<sup>67</sup> *Code of Federal Regulations (CFR), 36 Section 60.2.*

In addition to meeting the criteria of significance, a property must also have integrity. “Integrity is the ability of a property to convey its significance.”<sup>68</sup> To meet National Register criteria regarding integrity, a property must possess several, and usually most, of the following seven aspects:

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property’s expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

## **(2) State Level**

The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level through its statewide comprehensive resource surveys and preservation programs. The OHP also maintains the California Historical Resource Inventory. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state’s jurisdictions.

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<sup>68</sup> *How to Apply the National Register Criteria for Evaluation, National Register Bulletin, U.S. Department of Interior, National Park Service, 1997. p. 44.*



### (a) California Environmental Quality Act

Under CEQA, a “project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.”<sup>69</sup> The CEQA Guidelines provide that for the purposes of CEQA compliance, the term “historical resources” shall include the following:<sup>70</sup>

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
- A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements in section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources, which is as follows:
  - A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
  - B. Is associated with the lives of persons important in our past;
  - C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
  - D. Has yielded, or may yield, information important in prehistory or history.

<sup>69</sup> *California Public Resources Code § 21084.1.*

<sup>70</sup> *State CEQA Guidelines, 14 CCR § 15064.5(a).*

The Guidelines further provide that if a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources, or identified in a historical resources survey of the Public Resources Code, does not preclude a lead agency may still determine that the resource may be a historical resource.

### **(b) California Register of Historical Resources**

The California Register of Historical Resources (California Register) is “an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change.”<sup>71</sup> The criteria for eligibility for the California Register are based upon National Register criteria.<sup>72</sup> The California Register automatically includes California properties listed on the National Register of Historic Places, certain California Registered Historical Landmarks, and California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion. The criteria for California Register eligibility or designation are provided on the previous page.

Like the National Register, the California Register criteria have exceptions to what can be considered eligible for inclusion. These exceptions mostly address resource type rather than significance and are called Special Considerations. For resources achieving significance within the past fifty years, the regulations provide that in order to understand the historic importance of a property less than fifty years of age, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource.<sup>73</sup> A resource less than fifty years old may be considered for listing in the California Register if it can demonstrate that sufficient time has passed to understand its historical importance.<sup>74</sup>

The State Historical Resources Commission encourages the retention of historical resources on site and discourages the non-historic grouping of historic buildings into parks or districts.<sup>75</sup> However, it is recognized that moving an historic building, structure, or object is sometimes necessary to prevent its destruction.<sup>76</sup> Therefore, a moved building, structure, or

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<sup>71</sup> *California Public Resources Code § 5024.1(a).*

<sup>72</sup> *Ibid § 5024.1(b).*

<sup>73</sup> *California Code of Regulations, Title 14, Chapter 11.5, Section 4852(d)(2).*

<sup>74</sup> *Ibid.*

<sup>75</sup> *California Code of Regulations, Title 14, Chapter 11.5, Section 4852(d)(1).*

<sup>76</sup> *Ibid.*

object that is otherwise eligible may be listed in the California Register, if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource.<sup>77</sup> An historical resource should retain its historic features and compatibility in orientation, setting, and general environment.<sup>78</sup> Additionally, reconstructed properties can be considered for listing in the California Register. A reconstructed building less than fifty years old may be eligible if it embodies traditional building methods and techniques that play an important role in a community's historically rooted beliefs, customs, and practices.<sup>79</sup>

Historical resources may include objects, which are primarily artistic in nature or are relatively small in scale and simply constructed, as well as a building site or a structure. A historic district, which is a unified geographic entity containing a concentration of historic buildings, structures, objects, or sites united historically, culturally, or architecturally, may also be considered a historical resource. Individual resources located within the boundaries of an historic district must each be designated as either "contributory" or "non-contributory" to its significance.

In addition, a historic resource eligible for listing in the California Register must meet one or more of the criteria of eligibility or designation described above and retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.<sup>80</sup> The "integrity" of an historic resource is the authenticity of the resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The resource must also be judged with reference to the particular criteria under which it is proposed for eligibility. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.<sup>81</sup>

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<sup>77</sup> *Ibid.*

<sup>78</sup> *Ibid.*

<sup>79</sup> *Ibid.*

<sup>80</sup> *California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852(c).*

<sup>81</sup> *Ibid.*

### **(3) Local Level**

#### **(a) County of Los Angeles**

##### **(i) Los Angeles County Historical Landmarks and Records Commission**

The County Historical Landmarks and Records Commission (Commission) considers and recommends to the County of Los Angeles Board of Supervisors local historical landmarks defined to be worthy of registration by the state of California Department of Parks and Recreation either as “California Historical Landmarks” or as “Points of Historical Interest.”

A resource must meet one or more of the following criteria for designation as a State Historical Landmark:

- Is the first, last, only, or most significant of its type in the State or within a large geographic region (Northern, Central, or Southern California);
- Is associated with an individual or group having a profound influence on the history of California; and/or
- Is a prototype of, or is an outstanding example of, a period, style, architectural movement or construction, or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

The same criteria apply for designation as a State Point of Historical Interest, but pertain to local and county regions.

The Commission may consider and comment for the Board of Supervisors on applications related to the National Register. The Commission makes its considerations and recommendations in light of criteria for designation, including significance and access, and the provision for maintenance, as specified in state law, including the California Public Resources Code, or in regulations and interpretations of the State Historical Resources Commission.

##### **(ii) County of Los Angeles General Plan**

The County of Los Angeles General Plan establishes specific goals related to the conservation of cultural resources:

- Encourage cultural and social diversity and the preservation of the cultural heritage of the County of Los Angeles; and

- Protect cultural heritage resources.

### **(iii) Los Angeles County Arts Commission**

For any county-owned artwork, statues, fountains, or memorial plaques, the Los Angeles County Arts Commission oversees a program that established a set of policies and procedures for the long-term care, repair, or replacement of such civic art (referred to as the County of Los Angeles Civic Art Policy and Procedures).<sup>82</sup> The Policy and Procedures include guidelines on the routine maintenance, conservation and replacement, acceptance of gifts and loans, and deaccessioning of civic art on County-owned property. The Los Angeles County Arts Commission is an advisory group to the County Board of Supervisors.

### **(b) City of Los Angeles**

#### **(i) Los Angeles Historic-Cultural Monuments (LAHCM)**

The City of Los Angeles adopted a Cultural Heritage Ordinance, in 1962 (amended in 1985), which created the Cultural Heritage Commission and criteria for designating City of Los Angeles Historic-Cultural Monuments (LAHCMs). Once a property has been designated an LAHCM, the City's Cultural Heritage Commission and its staff review permits to alter, relocate, or demolish these landmarks. The Cultural Heritage Commission and its staff are under the purview of the City Planning Department. Criteria for designating local historic resources and/or historic districts (historic preservation overlay zones) as LAHCMs include the any of the following elements:

- The proposed site, building, or structure reflects or exemplifies the broad cultural, political, economic, or social history of the nation, state, or City (community);
- The proposed site, building, or structure is identified with historic personages or with important events in the main currents of national, state, or local history;
- The proposed site, building, or structure embodies certain distinguishing architectural characteristics of an architectural-type specimen, inherently valuable for a study of a period style or method of construction; or
- The proposed site, building, or structure is a notable work of a master builder, designer, or architect whose individual genius influenced his age.

<sup>82</sup> *Approved December 7, 2004.*

The Historic Preservation Overlay Zone (HPOZ) Ordinance was adopted in 1979 and revised in 1997. An HPOZ is a planning tool that recognizes the special qualities of areas that are historically, culturally, or architecturally significant. Evaluation criteria for Historic Preservation Overlay Zones state that structures, natural features, or sites within the involved area, or the area as a whole, shall meet one or more of the following:

- Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time;
- Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community, or City; or
- Retaining the structure would help preserve and protect an historic place or area of historic interest in the City.

The City of Los Angeles Cultural Heritage Commission Policy Guide excludes from consideration as Los Angeles Historic-Cultural Monuments properties over which it has no jurisdiction. Included in this category are federal, state, county, or school district properties located within the City of Los Angeles. Those properties discussed in the following paragraphs that are either owned by the federal, state, or county government are not eligible for City designation as Historic-Cultural Monuments nor are they eligible as contributors to a potential city-level historic district.

## **b. Historic Context**

### **(1) Bunker Hill**

Although the Bunker Hill area today is defined as within First Street (north), Hill Street (east), Fifth Street (south), and the Harbor Freeway (west), the crest of the actual hill named in 1875 to commemorate the Revolutionary War Battle of Bunker Hill, was at the intersection of First Street and Grand Avenue. Wealthy families started building large houses on the hill in the late 1860s after a series of floods encouraged residential development on higher ground. High style homes of the Victorian period were built here by some of Los Angeles' most wealthy residents.

With the booming expansion of the City, housing was at a premium, and apartment buildings and hotels soon started making their way into the Bunker Hill area in the 1880s. In the early part of the twentieth century, the Angels Flight funicular railroad that climbed the steep grade from Hill Street up Third Street further contributed to the transformation of Bunker Hill, making it easier to gain access to the higher neighborhoods.

Until the end of World War I, the Bunker Hill area was a respectable residential area with most of the occupants employed in businesses and industries located at the bottom of the hill along Broadway and farther to the east towards the industrial section of the City and the rail yards. During the Depression years, the Bunker Hill area became a slum with the houses and apartment buildings falling into disrepair due to poverty and neglect. Residents who could afford better living conditions moved into the new communities being established away from the City center.

In 1948, to make room for the Hollywood Freeway and the four level interchange between the Hollywood Freeway and the Pasadena Freeway, buildings were razed and sections of Bunker Hill were cut away to make room for the freeways. The Community Redevelopment Agency of the Los Angeles, armed with the power of eminent domain, started removing slum dwellings in the area and by 1960, all of the community of Bunker Hill had been scraped down to dirt and all remnants of curving streets and hilly terraces had been shaved into a new profile.

### **Civic Center**

As early as 1900, there were discussions of creating a “City Beautiful” Civic Center for the City and County of Los Angeles. In 1905, a Municipal Arts Commission was appointed, and this group, in turn, engaged the pioneer city planner, Charles Mulford Robinson, to prepare a plan, which it published in 1909. The tasks of carrying forward the then highly popular idea of a City Beautiful Civic Center fell into the hands of a newly formed City Planning Association, formed in 1913. The Southern California Chapter of the A.I.A. advocated that a national competition should be held to select an architect/planner to design a civic center for the City.

During the teens and twenties, additional proposals for a Civic Center were developed. One of the most ambitious was prepared by a consortium of architects called Allied Architects. The Allied Architects Association was founded by Jess E. Stanton. Their plan extended the Civic Center north to the Plaza and west to Bunker Hill. An echo of its north-south axis can still be seen in the orientation of City Hall, constructed in 1927, and the Federal Courthouse building, constructed in 1937.

In 1939 both Union Station and the Federal Courthouse were dedicated and six years later, the Civic Center Authority was created to revise plans submitted by the Allied Architect’s Association and others for the proposed for master planning of the Civic Center. The impact that the automobile was making on the city, and the need for building more freeways, postponed the plans for the civic center until the early 1950s. At the same time, the federal government embarked on an urban renewal campaign aimed at clearing slums for private development.

The Civic Center’s east-west orientation was fixed by the completion of the Hollywood Freeway in 1952, which blocked development to the north, and by the availability of land on

Bunker Hill, which encouraged development to the west. The eastern boundary of the Civic Center was extended to Alameda Street for the construction of a new police headquarters. The blocks east of Spring Street and north of Temple Street were designated for federal government buildings, and the blocks south of Temple for the city government buildings.

As a sign of the times in the early 1950s, the Civic Center Mall was to be the site of a proposed garage/air raid shelter combination. The Los Angeles City Planning Commission proposed to have the Civic Center underground garages double as air raid shelters when completed, capable of holding 90,000 people.

The plan for the Civic Center was a modified Beaux-Arts plan. An east-west axis runs from the Water and Power Building (1964) at the west end to the City Hall (1927) on the east. Lining the axis are the buildings of the Los Angeles Music Center (1964-67); then to the north, the Kenneth Hahn Hall of Administration (1960), the Hall of Records (1962), and the Criminal Court Building (1962); to the south, the County Courthouse (1958), Law Library (1953), and State Office Building (the building was demolished in the early 1980s due to damage incurred from an earthquake, although the concrete foundation is still in place). The City Hall was to have been the termination of this major axis and to have been the center of a north-south axis. The latter idea never was achieved. The Department of Water and Power Building forms the termination of the major east-west axis. By the end of the 1960s, the first portion of the terraced mall, with its underground parking garages, was completed.

In 1951, the construction of the County Courthouse was approved in its current location on the County of Los Angeles Mall. Plans were also drafted for the Kenneth Hahn Hall of Administration. To accommodate the proposed buildings, First Street and Grand Avenue were lowered, and Olive Street was eliminated between First Street and Temple Street. The County Courthouse was completed in 1958. The Kenneth Hahn Hall of Administration was completed in 1960.

The public open space between the County Courthouse and the Kenneth Hahn Hall of Administration, known as the El Paseo de los Pobladores, was developed in 1966 by the firm of Cornell, Bridges, and Troller. The only structures remaining in the area from the urban renewal era include City Hall, the Hall of Justice, and the Old Federal Building (now the Old Federal Courthouse). Architectural characteristics of these civic institutions vary greatly, yet they all have associations with government service and share a common physical interrelationship with each other as a unified grouping in the downtown area.



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### **c. Existing Conditions**

#### **(1) Survey Study Area Defined**

The historic resources study area was defined as the Project site, which includes the Civic Center Mall and Court of Flags between City Hall and Grand Avenue; the streetscape along Grand Avenue between Fifth Street and Cesar E. Chavez Avenue; the five Parcels located within the CRA/LA's Bunker Hill Redevelopment Project Area; and those properties fronting the streets that define the Project site and a parking lot. The historical significance of the entire potential historic district was evaluated, but the survey study area did not extend to encompass the entire resource potential historic district. For example, the City's DWP building, located on the west side of Hope Street and north of First Street, was not included in this analysis as no part of the Project site adjoins the DWP Building.

#### **(2) Historic Resources within the Study Area**

The California Historical Resources Information System (CHRIS) indicates that there are five properties in the study area that are listed in the California Historical Resources Inventory maintained by OHP. These five previously recorded properties include the Kenneth Hahn Hall of Administration, the Los Angeles County Courthouse, the Civic Center Mall (Paseo de los Pobladores park), the Los Angeles City Hall, and the Southern California Edison building. The first three referenced properties were surveyed and evaluated in 2002 as part of a Federal Highway Administration (FHWA) Section 106 project. The survey assessment entitled *Historical Resources Assessment, Grand Avenue and Environs Project, Los Angeles, California* Greenwood and Associates (2002), documented the findings of this survey.

In December 2005, the Kenneth Hahn Hall of Administration, the County Courthouse, Hall of Records, and the Clara Foltz Criminal Justice Center were evaluated for federal and state significance as individual resources in a historical analysis by Brenda Levin and Associates and Theresa Grimes (sometimes referred to in this analysis as the "Grimes report"). This survey assessment was included in a larger report entitled the "Kenneth Hahn Hall of Administration: Strategic Real Estate and Facilities Options" prepared for the Los Angeles County Chief Administrative Office. The Grimes historical assessment also looked at the Los Angeles Civic Center as a possible historic district. Eleven buildings within this area were identified and evaluated for historical significance using federal and state criteria. The eleven properties considered in the analysis were the Los Angeles City Hall, the Law Library, the State Courthouse, the Kenneth Hahn Hall of Administration, the Paseo de los Pobladores [Pobladores], the Hall of Records, the Department of Water and Power, the Dorothy Chandler Pavilion, the Ahmanson Theater, the Mark Taper Forum and the Clara Foltz Criminal Justice Center. This survey assessment concluded that a potential historic district comprised of these eleven buildings was not eligible for the National Register or California Register because it did not possess

exceptional importance within a historic context. The Grimes report did state that this potential district may become eligible for listing in the National Register, and by extension the California Register, when more time has passed and when there is a context for evaluating its historic significance.<sup>83</sup>

The County report also acknowledged that there have been claims that the Kenneth Hahn Hall of Administration, the Stanley Mosk Courthouse, and the Paseo de la Pobladores might be considered to be an historic district, and that there could be a potential larger potential historic district including the Music Center and the Department of Water and Power, and that these possibilities must be considered in any plans to adversely impact these resources. The current survey process for this EIR was conducted in accordance with the OHP's *Instructions for Recording Historical Resources* (1995), which gives a 45-year threshold for surveying properties for inclusion in the OHP filing system. According to OHP's introduction to its recordation methodology, any physical evidence of human activities over 45 years old may be recorded for the purposes of inclusion in its inventory database.

As a general rule, a 50-year age threshold for historical significance is applied in evaluations for the state register. Although the California Register does not specifically call out a fifty-year threshold for significance, it does refer to being "consistent" with the National Register criteria, and indirectly addresses a 50-year rule in its regulations dealing with special considerations.<sup>84</sup> The 45-year threshold recommended by OHP for recordation purposes recognizes that there is commonly a five year lag between resource identification and the date that planning decisions are made. OHP explicitly encourages the collection of data about resources that may become eligible for the National Register or California Register within that planning period. Its methodology, however, also acknowledges that ... "More restrictive criteria (such as the National Register criteria, the California Register criteria, and/or local government criteria) must be met before a resource included in OHP's filing system are listed, found eligible for listing, or otherwise determined to be important in connection with federal, state, and local legal statutes and registration programs."

The planning decisions for this project are scheduled to be considered by the Lead and Responsible Agencies beginning in 2006. Therefore, this survey assessment utilizes the 45-year threshold (properties completed before 1961) for identifying potential historic resources. However, the 50-year age threshold (those properties completed before 1957) is used when evaluating potential resources for historical significance under the National Register and California Register criteria.

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<sup>83</sup> Grimes, Theresa and Brenda Levin and Associates. "Historic Analysis - Kenneth Hahn Hall of Administration: Strategic Estate and Facilities Options." Los Angeles County Chief Administrative Office, December 2005.

<sup>84</sup> California Code of Regulations Section 4852.

For evaluation purposes, four properties built either in or before 1956, including the Los Angeles City Hall discussed above, were identified within the study area. Summarized findings of the properties are noted in Table 41 on page 439 and are discussed later in this section. Figure 41 on page 441 illustrates the survey study area and identifies those properties located within it. Those properties that were identified as post-1956 construction, including those along Grand Avenue south of Second Street and north of Fifth Street, were not documented or evaluated in the current survey process unless they appeared to have a potential for satisfying the threshold of significance for “exceptional” importance under the National Register Criteria Considerations and/or the category of “special considerations” of the California Register criteria.<sup>85,86</sup> Besides satisfying the regular federal and/or state criteria a property under 50 years of age must also meet the special requirements of either the National Register’s Criteria Consideration G: Properties That Have Achieved Significance within the Past Fifty Years<sup>87</sup> or the California Register’s Special (Criteria) Consideration for properties less than fifty years old or both. Under these circumstances, six of the post-1956 properties located within the survey study area exhibited possible exceptional significance sufficient enough for National Register and/or California Register eligibility consideration. A summary of the results of the historic resources survey and evaluation of the properties within or adjacent to the Project site are listed in Table 41 on page 439.

#### **(a) Potential Los Angeles Civic Center Historic District**

Representing the “public sector” are the institutional buildings, structures, sites, and objects of the Civic Center. The core of this grouping extends from Hope Street to Main Street (west-east boundary) and Temple Street to First Street (north-south boundary). This boundary may be extended upon further research and analysis of the area, the public facilities within it, and the historic context developed. The potential also exists that more than one potential historic district may be present. Although not under any formal determination of eligibility or designation as part of this study, a potential California Register historic district comprised of a sufficient number of public buildings, structures, sites, and objects located within proximity of one another united physically and historically was identified for CEQA purposes. As the Project may adversely impact portions of this potential historic district, its identification and inclusion within this report is appropriate.

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<sup>85</sup> *As defined in National Register Bulletin 15, p. 42.*

<sup>86</sup> *CCR Section 4852(d)(2)*

<sup>87</sup> *Ibid.*

**Table 41**  
**Properties Surveyed Within the Study Area**

<b>Site No.</b>	<b>Description</b>	<b>Year Built</b>	<b>Rating</b>
1	Los Angeles Civic Center Historic District (Potential)	1953-2003	3CS
2	Walt Disney Concert Hall	2003	3S
3	The Music Center		3S/3CD
	A. Dorothy Chandler Pavilion	1964	
	B. Mark Taper Forum	1967	
	C. Ahmanson Theatre	1967	
4	Music Center Annex	Circa 1960	6Z
5	Cathedral of Our Lady of the Angels	2002	3S
6	Kenneth Hahn Hall of Administration	1960	3CD
7	Civic Center Mall - El Paseo de los Pobladores de Los Angeles	1966	3CD
8	Hall of Records	1962	3CD
9	Civic Center Mall - Court of Historic Flags	1968	3CD
10	Clara Shortridge Foltz Criminal Justice Center	1972	3CD
11	Los Angeles City Hall	1928	2S2/3CD
12	Parking lot between Broadway and Spring Streets	Unknown	6Z
13	Vacant lot – concrete foundation of former State Office Building	Unknown	6Z
14	Los Angeles County Law Library, Mildred E. Lillie Building	1953	3CD
15	Los Angeles County Courthouse/Stanley Mosk Courthouse	1958	3CD
16	Parking lot (Parcels Q and W-1/W-2)	Unknown	6Z
17	Colburn School of Performing Arts	1998	6Z
18	Museum of Contemporary Art (MOCA)	1987	3CS
19	Parking lot (Parcels L and M-2)	Unknown	6Z
20	Southern California Edison (One Bunker Hill)	1930-1931	2S2

*Explanation of Codes:*

*2S2 Individually determined eligible for National Register by consensus through Section 106 process.*

*3S Appears eligible for National Register as an individual property through survey evaluation.*

*3CS Appears eligible for California Register as an individual property through survey evaluation.*

*3CD Appears eligible for California Register as a contributor to a California Register eligible district through survey evaluation.*

*6Z Found ineligible for National Register, California Register, or local designation through survey evaluation.*

*Note:*

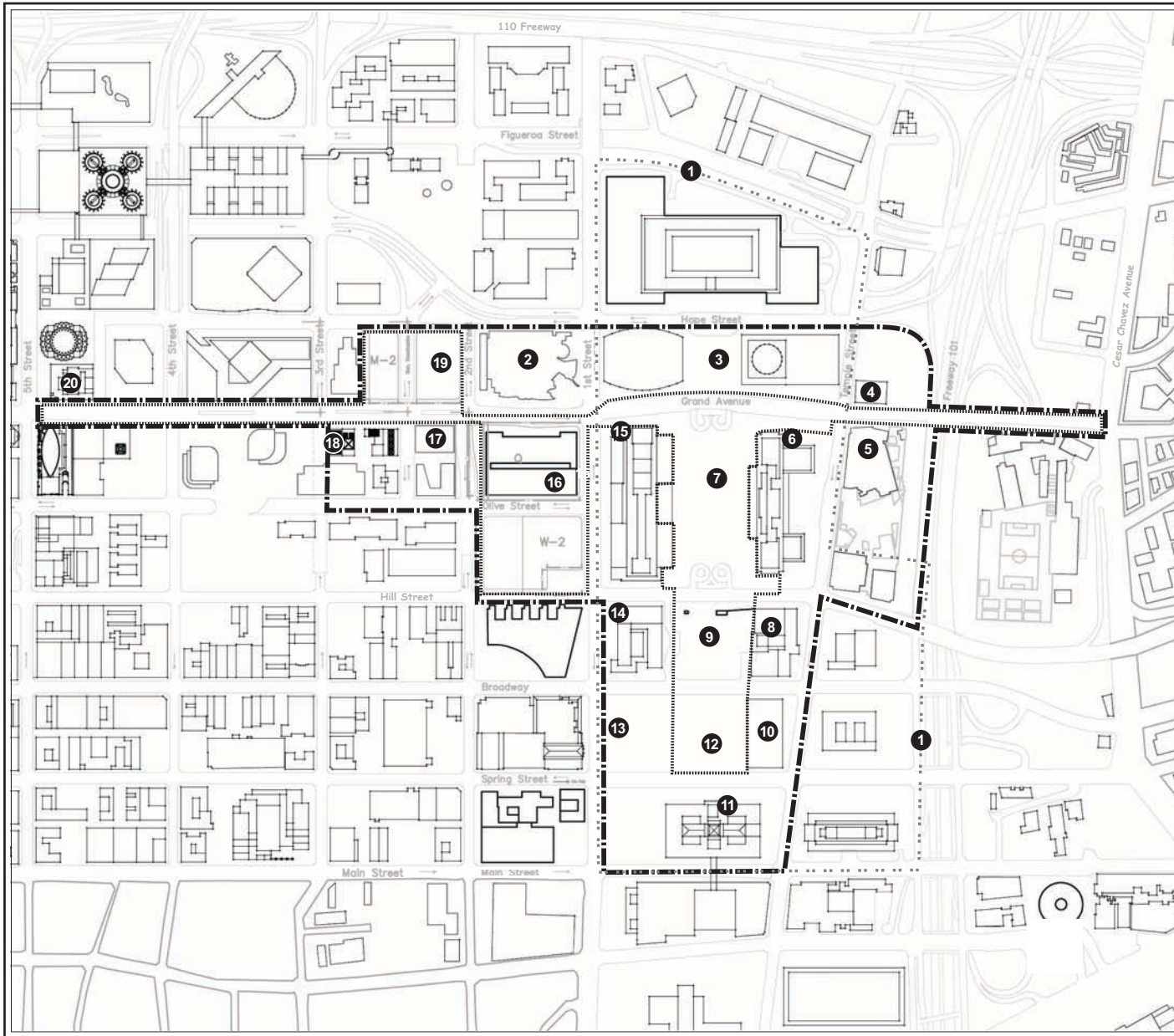
<sup>a</sup> *Although not formally designated, for the purposes of this analysis a historic district that is potentially eligible for listing on the California Register has been identified.*

*Source: PCR Services Corporation, 2006.*



Figure 40  
Plan for Los Angeles Civic Center 1933

Source: Herald Examiner Collection.



**LEGEND**

- 1 Potential Los Angeles Civic Center Historic District (potentially eligible for California Register) - includes contributing and non-contributing buildings/features
- 2 Walt Disney Concert Hall
- 3 The Music Center
- 4 Music Center Annex
- 5 Cathedral of Our Lady of the Angels
- 6 Kenneth Hahn Hall of Administration
- 7 County of Los Angeles Mall
- 8 Hall of Records
- 9 Court of Flags
- 10 Clara Shortridge Foltz Criminal Justice Center
- 11 Los Angeles City Hall
- 12 Parking Lot
- 13 Vacant Lot-Concrete foundation of former State Office Building
- 14 Los Angeles County Law Library, Mildred E. Lillie Building
- 15 Los Angeles County Courthouse/Stanley Mosk Courthouse
- 16 Parcels Q and W-1/W-2
- 17 Colburn School of Performing Arts
- 18 Museum of Contemporary Art (MOCA)
- 19 Parcels M-2 and L

- ..... Project Site
- Survey Study Area
- ..... Potential Historic District Boundary

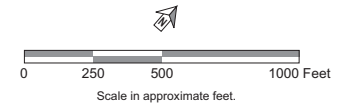


Figure 41  
Survey Study Area

Source: PCR Services Corporation, 2006.



Four levels of government are represented by the buildings, structures, sites, and objects within the Civic Center – federal, state, county, and city. Two large examples of public sector facilities within the potential Los Angeles Civic Center Historic District are the Los Angeles County buildings along the east side of Grand Avenue across from the Music Center – the Kenneth Hahn Hall of Administration and the County Courthouse. They form two sides of a rectangle that encloses a portion of the Civic Center Mall (Paseo de los Pobladores de Los Angeles). The terraced park continues downhill eastward to its neighbor, the Court of Flags, which is flanked by the Hall of Records building to the north and the County Law Library. Further east is the Criminal Justice Center, City Hall, City Hall East and South, and the Los Angeles Police Headquarters (Parker Center). North of the survey area, along the north side of Temple Street are the Hall of Justice, Federal Courthouse, Federal Office Building, the Edward Roybal Center, and the Metropolitan Detention Center. The City of Los Angeles Department of Water and Power building forms the potential district’s western terminus along Hope Street.

Outside of Washington, D.C., the Los Angeles Civic Center boasts the largest collection of government buildings in the country.<sup>88,89</sup> To the far west, along Hope Street, is the City’s Department of Water and Power building, a multi-story structure floating within a grouping of shallow pools and fountains. To the east, the area includes City Hall, the Federal Office Building, and Parker Center (which is currently undergoing redevelopment, i.e., remodeling, demolition and new construction), among other public facilities. A 1938 Civic Park master plan called for a vast, block-wide garden extending north from First Street a few blocks and west to Grand Avenue. City, county, State, and federal buildings were to surround this park area. An expanded master plan was developed by a group of prominent local architects in 1947. This plan was modified in 1951 to include more civic buildings in a slightly expanded area with additional facilities north of the freeway (which had not been built yet). The freeway now serves as a physical dividing line between the El Pueblo Historic Park to the north and the Civic Center to the south.

The current Civic Center, with its varied civic uses and diverse architecture, is a physical manifestation of those early ideas brought to fruition. The Civic Center is a key component in downtown Los Angeles’ urban framework and open space network. It was designed to serve as an important focal point for the City as the geographic center of government facilities, and it continues to do so today. At the National Register level of significance, this grouping of buildings does not appear eligible for designation as a potential historic district because it does not appear to possess sufficient “exceptional” importance as defined by National Register Criteria Consideration G: Properties That Have Achieved Significance within the Past Fifty

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<sup>88</sup> Herman, Robert. *“Downtown Los Angeles: A Walking Guide.”* City Vista Press, Claremont, California, 1997, p.115.

<sup>89</sup> *Los Angeles Times*. “New Plans Offered for Civic Center.” August 14, 1951, pg. A1.

Years.<sup>90</sup> These findings are consistent with those of the Grimes report discussed earlier in this report.

The Grimes report also acknowledged that there may be one or more potential historic districts involving public buildings in the area, including, the Music Center, the Hall of Administration and Courthouse building on the block between Grand Avenue and Hill Street, and the grouping of buildings between Broadway and Hope Street that were built between 1953 and 1967.

Though the Grimes historic analysis of the Kenneth Hahn Hall of Administration building, the County Courthouse, the Hall of Records, the Clara Foltz Criminal Justice Center, and the Civic Center identified the buildings as ineligible for National Register and California Register designation apparently based on applying criteria that is one and the same, this analysis reaches a different conclusion with respect to the State Register criteria and interpretation of the State's special criteria consideration for resources less than fifty years old.

At the State level of significance, the various public properties that comprise the Civic Center form a unified entity planned and developed by a formalized master plan and by function. The Civic Center appears to satisfy the California Register Special Consideration for properties less than fifty years of age because of its direct historical associations and functions with the various levels of government and its physical manifestation as an important civic and cultural center of the community. It is also particularly noteworthy for its direct association with locally prominent architects and for its eclectic array of architecture integrated into governmental facilities by plan, including mid-century Modern, New Formalism, Mediterranean Moderne, Beaux Arts influenced Italianate, and International style. Sufficient time has passed to gather a collective understanding and appreciation of the Civic Center's historical importance and architectural significance in its relationship to the government philosophies and architectural programs of the time. Therefore, for the purposes of CEQA compliance, this potential historic district is considered a historical resource pursuant to Section 154064.5(a) of the CEQA Guidelines.

#### **(b) Walt Disney Concert Hall**

The curvaceous, stainless steel clad exterior surfaces of the Walt Disney Concert Hall seem to rise, swoop and dive from their street level base at the corner of Grand Avenue and Second Street. The signature style that its architect Frank Gehry established with the Wiseman Art Museum in Minneapolis, and the Guggenheim Museum in Bilbao, Spain has reached another level of artistry with the huge expanses of smooth curved metal covered walls that look like

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<sup>90</sup> *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, pgs. 41-43.



huge, full, billowing sails. This effect is emphasized by the first floor being very shallow and the metal forms rise from the street between glass and metal walls. The metal forms are not constrained by the building foundation and move forward or back, up or down as they please, creating an organic, living creation. Color and texture is added to break the concrete and metal mixture, along the Grand Avenue elevation by vegetation and tinted, solid glass panel railings.

The building's formal opening is located within the folds of wings, placed at an angle at the intersection of Grand Avenue and Second Street. A tall three-story clear glass paneled atrium is situated within the folds to create a large entrance hall. Shallow steps and smooth steel railings lead up to the main entrance. Initially intended to be surfaced with stone, the cladding of the building was changed by Gehry to be dressed in stainless steel so that the shiny surface would work well changing and reflecting the bright Southern California sun.<sup>91</sup>

Though less than fifty years of age, the building is an exceptional piece of architecture that was designed by a master architect. It is historically and architecturally significant on a number of levels: (1) in that it is directly associated with Frank Gehry, a Pritzker Architecture Prize Laureate architect; (2) possesses high artistic values for its ability to so fully articulate a particular concept of design that it expresses an aesthetic ideal; (3) embodies distinctive characteristics of a type of architectural style and method of construction; and (4) is a cultural and social landmark as well as a visual icon within the downtown area of Los Angeles. Because of its historical and architectural importance, it appears to satisfy National Register Criteria A and C, as well as Criteria Consideration G: Properties That Have Achieved Significance within the Last Fifty Years. The building also appears eligible for listing in the California Register. For the purposes of CEQA compliance, this property is considered a historical resource, pursuant to Section 15064.5(a) of the CEQA Guidelines.

### **(c) The Los Angeles Music Center**

Designed by Welton Beckett and Associates in 1967, the original Music Center complex is composed of the Dorothy Chandler Pavilion, the Mark Taper Forum, the Ahmanson Theatre, and an underground parking structure. It is home to the Los Angeles Opera, Center Theatre Group, and the Music Center Dance group. Dorothy Chandler Pavilion, a 3,250-seat symphony hall, built in the New Formalism style on a monumental scale, is a five-level structure that reaches a height of 92 feet from the first promenade level to its sculptured roof.<sup>92</sup> The circular Mark Taper Forum is constructed of precast concrete panels. Contrasting with the off-white

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<sup>91</sup> Photographs of the Walt Disney Concert Hall are presented in Section III.D, Figure 8 of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>92</sup> A photograph of the Dorothy Chandler Pavilion is presented in Section III.D, Figure 9, Photograph 1, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

mural and upper level is the base of the structure, sheathed with dark, exposed concrete aggregate panels with vertical, light-colored bands.<sup>93</sup> The 2,100-seat Ahmanson Theatre is located immediately north of the Mark Taper Forum. A nearly square, three-level structure with a flat roof, the theater features a fully glazed front (south) elevation that wraps around the east wall for one bay-width. The side and rear elevations are devoid of fenestration, emphasizing the pure geometric form of the building. The building is bordered on three sides by a monumental covered colonnade of precast concrete columns. The building has been modified over the years, although its physical character-defining features that define it as historically significant have been retained.<sup>94</sup>

The Music Center Plaza and the theatres around it are excellent examples of New Formalism architecture as applied to a publicly owned venue. The complex is reflective of the New Formalism style in that it combined civic authority and classical monumentality in its design. The country's other two major performing arts centers Lincoln Center in New York and Kennedy Center in Washington, D.C., were also built in this idiom. The Music Center is exceptionally significant for its direct link with and contribution to the cultural and entertainment history of the City; its long association with Dorothy Chandler without whom the Music Center may not have been fully realized or established at its current location; and for its architectural merit which represents an important aspect of Welton Beckett's overall body of work and physically manifests those distinctive architectural characteristics that distinguish its style as New Formalism. Therefore, the Music Center appears eligible for listing in the National Register under Criteria A, B, and C, and also satisfies Criteria Consideration G: Properties That Have Achieved Significance within the Last Fifty Years. Because of its notable historical and architectural importance, the property also appears eligible for listing in the California Register. In accordance with Section 15064.5(a) of the CEQA Guidelines, this property is considered a historical resource for the purposes of CEQA compliance.

#### **(d) Music Center Annex**

The Music Center Annex building is a two-story rectangular shaped structure with a flat roof. The poorly executed Mid-century Modern inspired building has concrete walls punctuated by large rectangular windows. The vernacular building is generally devoid of notable ornamentation. There have been some modifications made to it over the years, including inappropriate door and window replacements/alterations. According to tax assessor records, Sanborn Maps, and architectural style and materials, the building was built sometime around

<sup>93</sup> A photograph of the Mark Taper Forum is presented in Section III.D, Figure 9, Photograph 2, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>94</sup> A photograph of the Ahmanson Theater is presented in Section III.D, Figure 10, Photograph 1, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

1965.<sup>95</sup> The Annex building is currently used as office and rehearsal space for one of The Music Center's associated theatrical programs. Over the years, it has undergone some exterior alterations thereby compromising its integrity. In reviewing background research material for this survey assessment, the building is not associated with any events that have made a significant contribution to the broad patterns of the City's, County's, or State's history or cultural heritage. Architecturally, it does not embody distinctive characteristics, nor does it represent the work of an important individual or manifest high artistic values. Further, it does not appear to possess exceptional significance necessary for National Register Criteria Consideration G consideration or the State's Special Criteria Consideration for properties less than fifty years of age. For the purposes of CEQA compliance, this property is not considered a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

#### **(e) Cathedral of Our Lady of the Angels**

Designed by the Spanish architect Jose Rafael Moneo the Cathedral of Our Lady of the Angels is the third largest cathedral in the world and the first cathedral to be built in over twenty-five years. The grand scale adobe colored concrete building with its eleven-story tall bell tower, is located on almost six acres. The Cathedral was designed in a contemporary style with virtually no right angles. It is one of the most notable pieces of Modern architecture within the downtown area of Los Angeles. The church shows hallmarks of Modernism, but its monumental blocky forms, especially on the east end, have much in common with eleventh-century Romanesque style churches. On an urban scale, the cathedral, along with the Walt Disney Concert Hall, inserts something startling and visually different into the built environment of downtown.<sup>96</sup>

Though less than fifty years of age, the Cathedral appears to satisfy National Register Criteria A and C as well as the special requirements of Criteria Consideration G: Properties That Have Achieved Significance within the Last Fifty Years and Criteria Consideration A: Religious Properties. The Cathedral is an exceptional piece of architecture and also expresses a particular idea of design by Jose Rafael Moneo, an internationally acclaimed master architect. The building's urban design is representative of its era with a strong sense of place and time in its physical manifestation. It also illustrates the broad and important impact of the Archbishop of Los Angeles Catholic Diocese on the diverse historical development of the local area. Because of its exceptional architectural merit and historical associations, the property also appears to satisfy criteria necessary for California Register listing. It is eligible for designation as a Los

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<sup>95</sup> A photograph of the Music Center Annex building is presented in Section III.D, Figure 10, Photograph 2 of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>96</sup> Photographs of the Cathedral of Our Lady of the Angeles are presented in Section III.D, Figure 11, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

Angeles Historic-Cultural Monument as well. For the purposes of CEQA, the Cathedral is considered a historical resource according to Section 15064.5(a) of the CEQA Guidelines.

**(f) Kenneth Hahn Hall of Administration**

Completed in 1960, the steel frame Kenneth Hahn Hall of Administration building was designed in the Corporate Modern idiom. Elements of the International style are also evident in its use of materials and fenestration.<sup>97</sup> The building, which is a low-lying stack of horizontal lines and rectangles that form a footprint covering half a city block, was designed by a consortium of architects that included Paul R. Williams and Associates; Adrian Wilson; Jess E. Stanton, and W.F. Stockwell of the firm Stanton and Stockwell; and the architectural firm of Austin, Field & Fry. This group of architects designed most of the mid-century Modern style public facilities that comprise the western end of the Civic Center.

In assessing its historical significance, the Kenneth Hahn Hall of Administration building does not appear individually eligible for National Register listing under any criteria due to lack of sufficient historical and architectural importance necessary for that level of designation. Further, it does not appear to satisfy the special requirements of National Register Criteria Consideration G for properties less than fifty years of age. The building, though designed in the Corporate Modern style popular for the time, is not an exceptional example of the style and does not fully articulate those distinctive architectural characteristics that truly define and physically manifest the idiom. Its association with a group of prominent Los Angeles-based architects is notable; however, undistinguishable to merit such recognition. Further, the function (purpose) of the building over the years has been to house the regular (normal) daily activities of County government that are not considered extraordinarily important and are not directly reflective of any broad themes of cultural, political, economic, or social history and, as such, does not satisfy the National Register significance criteria. Its association with a group of prominent architects is noted; however, it is not a well-represented example of their work collectively or individually. As such, the property also appears ineligible for the individual listing on the California Register. It does, however, appear eligible for the California Register as a contributor to a potential historic district comprised of public facilities within the Civic Center area. Because a district can be comprised of features that lack individual distinction and individually distinctive features that serve as focal point, the Hall of Administration appears to satisfy the definition of a contributing property to a potential historic district. Therefore, for the purposes of CEQA, the Kenneth Hahn Hall of Administration is considered a historical resource pursuant to the CEQA Guidelines, Section 15064.5(a).

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<sup>97</sup> *Photographs of the Kenneth Hahn Hall of Administration are presented in Section III.D and Figure 12 of the Historic Resources Technical Report, Appendix C of this Draft EIR.*

**(g) Civic Center Mall (El Paseo de los Pobladores de Los Angeles)**

Designed in the mid-century Modern style, the Civic Center Mall, also known as El Paseo de los Pobladores de Los Angeles, is set out in a formal pattern over a series of terraces with the center of the plan located at a point between the south entrance of the Kenneth Hahn Hall of Administration and the north entrance of the County Courthouse.<sup>98</sup> The layout of mid-century Modern inspired concrete planters, walking paths, concrete benches, light fixtures, and “hi-fi” sound features, as well as well-manicured lawns and ornamental trees, extend out on an east-west axis in a formal fan pattern from between the civic buildings on either side. The mid-century Modern style landscape design of the park, installed in 1966, features a variety of formal and exotic planting materials, including palm trees, junipers, bamboo, acanthus, magnolias, hibiscus, jacarandas, Hawaiian fern trees, American sweet gums, bottlebrush, ivy, Hong Kong orchid trees, floss-silk trees, and birch trees. Many of these ornamental trees and shrubs are original to the initial landscape plan.<sup>99</sup>

The west end of the park is lower than Grand Avenue and is reached by foot from a series of wide granite faced stairs located on either side of the spiral-shaped parking lot ramps that lead to a large, multi-level parking lot below the entire park. Individual features of the park include the El Paseo de los Pobladores de Los Angeles plaque, the Arthur J. Will Memorial Fountain, a memorial to Ukrainian Victims of Communism, statues of George Washington and Christopher Columbus, the P.O.W./M.I.A. flagpole and plaque, and elevator buildings. El Paseo de los Pobladores de Los Angeles plaque are two large, inscribed granite plaques, below the grade at Grand Avenue. These plaques illustrate the route taken by the first settlers of Los Angeles; hence, the El Paseo de los Pobladores de Los Angeles, translated as “the Route of the settlers of the City of Los Angeles.”<sup>100</sup>

The Arthur J. Will Memorial Fountain was constructed in memory of Arthur J. Will, a City administrator who was known as the “Father” of the Civic Center development project. The highly modernistic fountain and its three terraced pools are tiered and drop from the west to the east.<sup>101</sup> A plaque in memory of Ukrainian victims of Russian communism is located near the

<sup>98</sup> A photograph of Civic Center Mall is presented in Section III.D, Figure 13, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>99</sup> Photographs of Civic Center Mall Landscape are presented in Section III.D, Figure 19, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>100</sup> A photograph of the Paseo de los Pobladores de Los Angeles Plaque is presented in Section III.D, Figure 14, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>101</sup> A photograph of the Arthur J. Will Memorial Fountain is presented in Section III.D, Figure 15, Photograph 1, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

center of the park.<sup>102</sup> Statues of George Washington and Christopher Columbus are located toward the east end of the park.<sup>103,104</sup>

A flagpole and marker in honor of American Prisoners of War and Missing in Action is located along a walkway in the east end of the park.<sup>105</sup> Other cultural monuments include a plaque to commemorate Ukrainian Victims of Communism and one noting President Jimmy Carter's attendance at a Cinco De Mayo Celebration.

Three small buildings enclosing elevator shafts and/or escalators located in and adjacent to the park. Two of these structures, which are centrally located within the park, were designed in the mid-century Modern idiom. The square buildings are clad with pink granite and feature decorative, copper trim and drip edges. Period style lettering identifies the buildings' function. Both these buildings are original to the park's master plan of the 1960s and one holds a dedication plaque on its eastern wall.<sup>106</sup>

Hardscape and softscape elements of the Civic Center Mall were integrated to reinforce the formal modernistic geometry of the design. All the public art located in this area was installed since the initial development of the Civic Center and were not planned or installed as part of the overall mid-century Modern style layout of the park. The large fountain with its terraced pools is an excellent example of mid-century Modern style monumental art incorporated into an object of notability. The mid-century Modern style concrete benches, walkways, light fixtures, "hi-fi" speaker system, parking ramps, and elevator shaft structures are also complementary features to the overall Civic Center Mall design. Their physical forms, design, and incorporation into the park itself are visual expressions of the avant-garde modernism so popular at the time. The use of clean lines, flat surfaces, and simple geometric shapes help to identify these features as modernist architecture.

A 1956 proposed plan envisioned the park as the focal point of the Civic Center, extending from the steps of City Hall at Spring Street to the entrance of the Department of Water

<sup>102</sup> A photograph of the Ukrainian Victims of Communism plaque is presented in Section III.D, Figure 15, Photograph 2, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>103</sup> A photograph of the George Washington statue is presented in Section III.D, Figure 16, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>104</sup> A photograph of the Christopher Columbus statue is presented in Section III.D, Figure 17, Photograph 1, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>105</sup> A photograph of the Prisoners of War and Missing in Action flagpole and plaque is presented in Section III.D, Figure 17, Photograph 2, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>106</sup> Photographs of the elevators are presented in Section III.D, Figure 18, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

and Power building on Hope Street. The first phase of the Civic Center Mall, which included the construction of an underground parking garage, began in August 1963. Spiral entrance ramps leading to the underground parking structure were placed at the east end of the park. In 1964, the four-block Civic Center Mall was officially named “El Paseo de Los Pobladores de Los Angeles” after the group of 44 individuals from Mexico who founded Los Angeles on September 4, 1781. Over the years, the Civic Center Mall has undergone very little change since it was built. Many public ceremonies have been held within its large plaza space, including a memorial to the late Robert Kennedy in 1968 and a number of Los Angeles County Sheriff graduations. The park now features a Starbucks and ATM kiosk, and is used primarily during the weekdays by patrons of the surrounding public offices and courthouse.

In evaluating historical significance, the Civic Center Mall appears ineligible for National Register listing due to its collective lack of exceptional historical and architectural significance necessary for a property less than fifty years of age.<sup>107</sup> Because the threshold for significance at the state level is interpreted differently than the federal level, the park; however, does appear eligible for individual designation to the California Register due to its ability to physically manifest and exemplify its architectural importance in its physical form, design, materials, and workmanship as a mid-century Modern inspired public park situated in downtown Los Angeles. It also appears eligible for the California Register as a contributor to a potential historic district comprised of public buildings, structures, sites, and objects in the downtown Los Angeles area that collectively define the city’s Civic Center by function and plan. Sufficient time has passed to identify and understand the design concepts of the Modern-era style as evident in the Civic Center Mall and the adjacent public buildings surrounding it.

Despite its constant maintenance over the years, the park derives its individual importance from its overall mid-century Modern design and formal physical characteristics as applied to a public park in a high-density urban setting. Architecturally specific character-defining features of the park that support its individual eligibility for State designation are as follows: (1) the mid-century Modern style water feature (both the fountain and pools); (2) many of the pink granite clad planters, pink granite clad retaining walls, and concrete benches; (3) the circulation system (concrete walkways and open space) ; (4) the existing elevator shaft structures located within the center of the park; (5) many of the light poles with saucer-like canopies and the pole type “hi-fi” speakers with saucer-like canopies; (6) the circular shaped vehicular ramps leading to the underground parking garage from Hill Street; and (7) the granite faced stairs and spiral shaped parking lot ramps off of Grand Avenue.

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<sup>107</sup> *National Register Criteria Consideration G: Properties That Have Achieved Significance within the Last Fifty Years.*

As noted above, the Civic Center Mall is also eligible for the California Register as a contributing property to a potential historic district comprised of civic buildings, structures, objects, and sites. It is historically important to the district because of it being the Civic Center's primary public gathering space and governmental center. Those features that convey its historical significance as a contributor to a potential historic district, which are different than the character-defining features of the park that support its individual eligibility for State designation, include its overall monumental size, shape, location, function, association, and physical characteristics (hardscapes and landscaping, materials) and east-west axis set between public buildings), ownership and purpose.

While many of the smaller plants and shrubs have been replaced, the changes appear consistent with the objectives, intent, and form of the original design of the park. National Register Bulletin 18 entitled "How to Evaluate and Nominate Designated Historic Landscapes" acknowledges the "unique attributes" that complicate landscape evaluation and states that "although a landscape need not retain all the characteristic features that it had during its period of significance, it must retain enough or have restored enough of the essential features to make its historic character clearly recognizable." Because the hardscape features are intact and the original design intent has been retained in the current planting scheme, the landscaping continues to contribute to the park's overall historical and architectural significance as a mid-century Modern public space. For the purposes of CEQA compliance, therefore, the Civic Center Mall is considered a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

#### **(h) Hall of Records**

Reflective of the International style, the main block of the Hall of Records is eight stories with the more interesting elevation on the south facing the Court of Historic Flags.<sup>108</sup> Completed in 1961, it was primarily designed by internationally acclaimed architect Richard J. Neutra and partner Robert Alexander. The Los Angeles County Hall of Records building was the central repository for all county records for a period of approximately 40 years. It was planned for the anachronistic storage of records in bulk, though within a few years of opening, the County turned to an almost total reliance on microfilm, rendering the new building's windowless stack areas functionally obsolete. The Hall of Records building is not associated with events that have made a significant contribution to the broad patterns of local, regional, or State history or cultural heritage. Further, it is not associated with the lives of persons important in our past. It does, however, embody distinctive characteristics of an architectural style and period, though it is not of exceptional notability necessary for National Register designation. The building is associated with a master architect, Richard Neutra, though Robert Alexander claimed that much of the final

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<sup>108</sup> A photograph of the County Hall of Records are presented in Section III.D, Figure 20, Photograph 1, of the Historic Resources Technical Report, Appendix C of this Draft EIR.



design was his idea.<sup>109</sup> The fully executed result is one lacking the stark modernity that is usually evident in Neutra designed buildings. Because of this, the property does not appear to satisfy National Register Criteria.

In applying the California Register criteria, the property appears eligible for State listing for merits based on architectural design vocabulary and architect. Because of its interrelationship with governmental affairs and its physical presence within the Civic Center it also appears eligible as a contributor to a potential California Register historic district comprised of public buildings in the Civic Center area. Upon placing this property in its proper context sufficient time has passed to adequately reflect back and obtain a scholarly perspective on the property and its association with the development of the City's civic center, distinctive architectural styling, and connection with a master architect. For the purposes of CEQA compliance, therefore, the building is considered a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

#### **(i) Civic Center Mall - Court of Historic Flags**

The Court of Historic Flags is a concrete paved courtyard situated between Hill Street to the west and Broadway to the east. On each side of the wide concrete courtyard is a raised concrete panel, slightly tilted, faced with dark brown brick. Set into the brick surface are brass plaques describing the history of each flag. A raised flag is on each flagpole. The current American flag is located at the east end of the court. At the west end, is a low concrete barrier with a plaque describing the courtyard. Coach lantern-type pole lights have been placed within the courtyard.<sup>110</sup> The Vietnam Veterans Memorial Marker, which was placed in the courtyard by Los Angeles Board of Supervisors in 1973, is located at the end of the court. The marker was designed with a bronze battle helmet placed on the top surface of the marker. The helmet is missing.<sup>111</sup>

The second phase of the Civic Center Mall construction began in October of 1968 to provide an additional 591 parking spaces for the surrounding civic center facilities, it also included 96,000 square feet of storage area for county records and documents.

The underground parking structure and plaza court area are undistinguishable in their design and execution. Except for the commemorative features on display, the property is not

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<sup>109</sup> Hines, Thomas. "Richard Neutra and the Search for Modern Architecture." Oxford University Press, pg. 245.

<sup>110</sup> A photograph of the Court of Historic Flags is presented in Section III.D, Figure 20, Photograph 2, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>111</sup> Photographs of the Vietnam Memorial and the Court of Flags are presented in Section III.D, Figure 21, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

associated with any events that have made a significant contribution to the broad patterns of local, state, or the nation's history or cultural heritage nor is it associated with the lives of persons important in our past. It is neither an outstanding example of this property type nor a good representative of a particular architectural style, since it does not possess or embody any distinctive characteristics. Though designed by a group of highly prominent architects, this property is not a good representative of their work. Their work is better represented as a collective sum in the design and development of the overall Civic Center. Therefore, the Court of Flags does not appear eligible for individual listing in the National Register or the California Register due to its lack of exceptional historical and architectural significance. Because of its location, spatial relationship with the nearby civic buildings and adjacent open spaces, as well as its association with the overall Civic Center master plan, however, it does appear eligible for California Register designation as a contributor to a potential historic district comprised of civic facilities. On this basis and for the purposes of CEQA compliance, this property is considered a historical resource pursuant to the CEQA Guidelines Section 15064.5(a).

#### **(j) Clara Shortridge Foltz Criminal Justice Center**

Located along the south side of Temple Street between Broadway and Spring Street, the Clara Shortridge Foltz Criminal Justice Center, the current County Criminal Courts building stands on the same plot of ground that held its predecessor, the former County Courthouse. The former building served as the County Courthouse until 1933 when it was severely damaged by the Long Beach earthquake and later demolished. The Criminal Justice Center was opened in October 1972. A straightforward 19-story building, the Criminal Justice Center built in concrete frame construction with a square massing.<sup>112</sup>

Like many of the other buildings and structures in the Civic Center, the Criminal Courts Building was designed by a consortium of architects that included J.E. Stanton; W.E. Stockwell; Paul R. Williams; Adrian Wilson; and the firm of Austin, Field & Fry. Initially planned as an annex to the old Hall of Justice, located across the street, it evolved into being the largest and most complex county facility of its time.<sup>113</sup> The building was the first county facility to provide separate prisoner circulation – and the first to design bullet resistant security screens in select courtrooms.

The Criminal Courts Building does not possess the exceptional qualities of architecture or historical associations necessary for individual designation at the federal, State, or local levels of

<sup>112</sup> A photograph of the Clara Shortridge Foltz Criminal Justice Center is presented in Section III.D, Figure 22, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>113</sup> "Clara Shortridge Foltz Criminal Justice Center." An article from the Los Angeles Public Library California Index, n.d.

significance due to its recent date of construction (1972). Sufficient time has not passed to place this property into proper perspective for evaluation of importance on its own merit. Therefore, it appears ineligible for individual listing in the National Register or the California Register (6Z). It does, however, appear eligible for California Register designation as a contributing property to a potential historic district comprised of civic buildings, structures, objects, and sites. Hence, the building is considered a historical resource pursuant to the CEQA Guidelines Section 15064.5(a).

### **(k) Los Angeles City Hall**

Los Angeles City Hall is located between Spring Street and Main Street, to the west and east, respectively, and Temple Street and First Street, to the north and south, respectively. The building is an eclectic blend of Classical, Mediterranean, and Moderne styles that features low pitched tile roofs, large scale and simple detailed cornices below attic stories. The tower of the building, built upon a ten-story, rectangular massed base, is seen as a free interpretation of the Temple of Halicarrassus (one of the Seven Wonders of the Ancient World), with the battered walls suggesting Egyptian influences. It is constructed of steel reinforced concrete, with the exterior walls clad for the first three floors by granite, and the rest of the wall surface by terra cotta tiles. The interior of the building reflects a predominately Romanesque influence.

Designed by the notable Los Angeles based architects John Parkinson, John C. Austin, and Albert C. Martin Sr., the building stood for many years as the tallest structure in Southern California. When it was erected in 1928, there was a 150-foot limit (12-stories) on the height of buildings in Los Angeles. A referendum allowed an exemption for City Hall, which was built to three times that height. Upon its completion, the Los Angeles City Hall building was hailed by critics as a uniquely American masterpiece of architecture and design.<sup>114</sup> It has served as the central hub of the City's civic affairs for over seventy years; its location and visual prominence anchors the eastern end of the Civic Center. The Los Angeles City Hall is one of the most recognizable buildings in America.

The building has been previously evaluated and was formally determined as eligible for the National Register under Criteria A (historical associations) and C (architectural distinction and representation of prominent/master architects). Since it was formally determined eligible for the National Register, the building is also listed in the California Register. City Hall is a listed a City of Los Angeles Historic-Cultural Monument as well. For the purposes of CEQA, it is considered a historical resource according to Section 15064.5(a) of the CEQA Guidelines.

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<sup>114</sup> [www.lacity.org/restore/rstpr1.htm](http://www.lacity.org/restore/rstpr1.htm) (City of Los Angeles on-line website promoting the Project Restore program for the City Hall building).

**(l) Parking Lot located between Broadway and Spring Streets**

This site is an unimproved, asphalt paved parking lot which was once developed with the stately Hall of Records building and the Plaza de la Justicia. The Hall of Records building, built in 1909 and completed in 1911, remained in place while the Civic Center grew and expanded around it. Damaged from the 1933 Long Beach earthquake, and considered obsolete and in the way of the new Civic Center Mall, the multi-story Hall of Records was eventually demolished in 1973. In assessing its historical and architectural value, this property is not associated with events that have made a significant contribution to the broad patterns of local, State, or national history or cultural heritage. Additionally, it does not embody any distinctive characteristics to associate it with a particular architectural style and does not represent the work of any important individual, architect, builder, or contractor. Therefore, this property does not appear individually eligible for listing in the National Register, the California Register, or as a City of Los Angeles Historic-Cultural Monument. It is also considered a non-contributor to the potential State and locally significant historic district that is associated with the history and development of the Civic Center. Because the property cannot be properly placed within the historic context developed for the survey study area and because it is not a physical manifestation of the community's history, the significance of it cannot be demonstrated. Hence, it is not eligible for federal or state designation. For the purposes of CEQA compliance this site is not a historic resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

**(m) Vacant lot with the foundation pad of old State Office Building**

The concrete foundation of the first floor and basement, of the State Office Building that was built circa 1928, is located on this parcel. The openings to the basement area have the ornamental, flat ironwork bars still attached to the exterior walls.<sup>115</sup> The original multi-story State Office Building was located at this site; however, it was removed as part of the development of the Civic Center master plan. All that is left of the building is its foundation. Individually or collectively this property do not adequately manifest, embody, or reflect any historical or architectural associations with the history or cultural heritage of the community, region, State, or nation. As a result, this site appears ineligible for individual listing in the National Register or the California Register applicable criteria. Further, it does not appear to be a contributor to the potential State and locally significant historic district identified with the overall Civic Center development. In accordance with Section 15064.5(a) of the CEQA Guidelines, it is not a historical resource for CEQA purposes.

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<sup>115</sup> A photograph of the Old State Office Building foundation is presented in Section III.D, Figure 23, of the *Historic Resources Technical Report, Appendix C of this Draft EIR*.

**(n) Los Angeles Law Library, Mildred E. Lillie Building**

Designed by the architectural firm of Austin, Field & Fry, construction of the Los Angeles County Law Library was completed in 1953. The large, low, building is a rectangular massing with no windows so as to protect the books and documents held within. The sole decorative element on the south elevation is a set of eight, cast concrete, government emblematic seals over the front entranceway. Other interesting touches include the large, metal and glass, stand-alone light fixtures by the front entrance that have an Art Deco/International style to them. Built as a four-story building, with 33,000 square feet of space the building is setback toward First Street in order to maintain the wide open space of the proposed Civic Center Mall to the north.<sup>116</sup>

In assessing the building's overall significance, historic associations with important events or persons were not evident to merit consideration as an individual landmark at the federal, state and local levels of significance. Further, the execution of the design and architectural styling of the structure, while reflective of the Corporate Modern idiom, does not rise to a level of National Register or California Register designation as an individual landmark. Its association with a prominent architectural firm, the Associated Architects of Stanton, Stockwell, Paul R. Williams; Adrian Wilson; and Austin, Field, & Fry which was responsible for the majority of Civic Center is noted. However, the building does not appear to be a representative example of the body of work for which the firm is known. Its work is better represented as a collective sum in the design and development of the overall Civic Center. For architectural merit the building does not appear eligible for individual designation at the federal or state levels of significance. Its consideration as part of a larger grouping of civic buildings in the downtown area of Los Angeles, however, is warranted. Therefore, it does appear eligible for California Register designation as a contributor to a potential historic district associated with the development of the Civic Center master plan. For the purposes of CEQA, it is considered a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

**(o) Los Angeles Superior Court/Stanley Mosk Courthouse/Los Angeles County Courthouse**

The Los Angeles Superior Court/Stanley Mosk Courthouse/Los Angeles County Courthouse was completed in 1958. The courthouse's International style designed by architects Jess E. Stanton, Paul R. Williams, Adrian Wilson and Austin, Field & Frey, represents a dramatic break from the past by lacking the classical elements that connect traditional courthouse design to the history, traditions, and authority of the law. The only overt decorations are the

<sup>116</sup> *Photographs of the Mildred Lillie County of Los Angeles Law Library are presented in Section III.D, Figure 24, of the Historic Resources Technical Report, Appendix C of this Draft EIR.*

three heroic figures over the Grand Avenue entrance and the bas-relief figure of Justice over the Hill Street entrance.<sup>117</sup>

Located within the planting area on the Grand Avenue elevation are three different art pieces. Two Egyptian lanterns, each about eight feet tall, stand near the building to the north and south of the entrance doors. To the south of the entranceway is a bust of Abraham Lincoln. To the north of the entranceway is a life size statue of Joseph Scott mounted on a dark gray block of polished granite. On the east elevation, in the south corner is a large round fountain of dark gray polished granite, and two more Egyptian lanterns are placed on either side of the entranceway.

<sup>118</sup>

The relief sculpture of “Justice,” “Truth,” and “Law,” was created in 1956, by Donal Hord (1902-1966) and an art piece entitled “Foundations of the Law” was created in 1956, by Albert Stewart (1900-1965). Other features associated with the building are the Bust of Abraham Lincoln sculpture,<sup>119</sup> by Robert Merrill Gage; a statue of Stephen White, which had stood in this location until it was removed to Cabrillo Park in San Pedro; and a statue of Joseph Scott, by Carl Romanelli/Cataldo Papaleo, created in 1967. Scott was a stalwart champion of Americanism and militant foe of communism.<sup>120</sup>

The County Courthouse was previously evaluated for National Register eligibility in 2002 by Greenwood and Associates for Section 106 compliance. At that time, it was found to be ineligible to be listed in the National Register since it was less than 50 years old. Under the current survey assessment for CEQA compliance, this individual property does not appear to satisfy the special requirements of National Register Criteria Consideration G, which is applied to properties less than 50 years of age. At this point, it cannot be adequately demonstrated that sufficient time has passed to fully understand its historical or architectural importance or obtain a scholarly perspective on its significance. Therefore, the property does not appear individually eligible for federal or State designation. Currently, its historical and architectural importance is better reflective as a contributing feature to a potential California Register eligible historic district comprised of public buildings, structures, sites, and objects that united together define the Civic Center. For the purposes of CEQA compliance, the building, therefore, is considered a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

<sup>117</sup> Photographs of the Stanley Mosk Los Angeles County Courthouse are presented in Section III.D, Figure 25 of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>118</sup> A photograph of the Egyptian Lantern is presented in Section III.D, Figure 26, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>119</sup> A photograph of the Lincoln Bust is presented in Section III.D, Figure 27, Photograph 1, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

<sup>120</sup> A photograph of the Joseph Scott statue is presented in Section III.D, Figure 27, Photograph 2, of the Historic Resources Technical Report, Appendix C of this Draft EIR.

**(p) Automobile Parking Facilities (Parcels Q and W-1/W-2)**

Parcels W-1/W-2 currently serve as two asphalt-surfaced open parking lots. Parcel Q contains a large metal parking structure with open framework. Nothing distinguishes the design of the parking lots or the parking structure on Parcel Q. Further, no evidence was uncovered that associated the site with any events or persons that have made a significant contribution to the broad patterns of local, regional, or state-wide history. Therefore, Parcels Q and W-1/W-2 do not appear eligible for listing in the National Register, the California Register or for local landmark status due to lack of significance. Because of their lack of historical significance, Parcels Q and W-1/W-2 are not considered historical resources for the purposes of CEQA compliance.

**(q) Colburn School of Performing Arts**

The Colburn School of Performing Arts moved into its current facility at 200 South Grand Avenue in downtown Los Angeles in 1998. A second, approximately 12-story building, which is currently under construction, is situated at the east side of the completed main building. The main building contains Jascha Heifetz' studio that was rescued from his house, designed by Frank Lloyd Wright in 1946. All programs will be integrated within the two buildings.<sup>121</sup>

The school is located next to the Museum of Contemporary Art and near the Music Center along the "cultural corridor" of Grand Avenue. The school building does not possess the exceptional qualities of architecture or historical associations necessary for individual designation at the federal, State, or local levels of significance due to its recent date of construction (1998). Sufficient time has not passed to place this property into proper perspective for evaluation of importance on its own merit. Therefore, it currently appears ineligible for individual listing in the National Register, the California Register or for local landmark status. Additionally, the property does not appear to be associated with any potential historic district as a contributing building. For the purposes of CEQA compliance it is not considered a historical resource pursuant to the CEQA Guidelines, Section 15064.5(a).

**(r) Museum of Contemporary Art (MOCA)**

The Grand Avenue main building (250 S. Grand Ave., Los Angeles) is a contemporary red sandstone structure set very close to the street. Construction of the Museum of Contemporary Art began in the early 1980s and was completed in 1986. It was designed by

<sup>121</sup> A photograph of the Colburn School of Performing Arts is presented in Section III.D, Figure 28, of the *Historic Resources Technical Report, Appendix C of this Draft EIR*.

Arata Isozaki, an internationally acclaimed architect, who studied under Kenso Tange (a leading figure of Japanese modern architecture).<sup>122</sup>

As with the Colburn School of Performing Arts, sufficient time has not passed to place the Museum of Contemporary Art property into proper perspective for evaluation of importance on its own merit. The property does not possess the exceptional qualities of architecture or historical associations necessary for individual designation at the federal or State levels of significance due to its recent date of construction (1986) and lack of time to fully understand its historical significance and place it in proper context. Therefore, it currently appears ineligible for individual listing in the National Register and the California Register. Additionally, the property does not appear associated with any potential historic district as a contributing building. For CEQA purposes, the art museum is not considered a historical resource according to Section 15064.5(a) of the CEQA Guidelines.

**(s) Surface Parking Lot (Parcels M-2 and L)**

Both Parcel M-2 and L are large, asphalt-paved parking lots. Parcel M-2 and L do not possess any distinguishing characteristics to associate them with any notable architect or architectural idiom. Further, no evidence was found to connect them with events that have made a significant contribution to the broad patterns of local, regional, State, or nation-wide history. Therefore, these sites do not appear eligible for listing in the National Register, the California Register or for local individual landmark status or as contributors to a potential historic district. Under CEQA, Parcels M-2 and L are not considered historical resources pursuant to Section 15064.5(a) of the CEQA Guidelines.

**(t) Southern California Edison Building (One Bunker Hill)**

The fourteen-story Southern California Edison building, currently known as One Bunker Hill, possesses the hallmark signature features of the Art Deco idiom. The Southern California building was built in 1930 and served as the southern California headquarters of the Edison Company for a number of years. The property has been previously evaluated on a number of occasions, including Section 106 assessments. It has been formally determined be eligible for National Register listing under criteria associated with architecture (Criterion C). Additionally, the property is a designated City of Los Angeles Historic-Cultural Monument. For the purposes of CEQA, it is considered a historic resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

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<sup>122</sup> A photograph of MOCA is presented in Section III.D, Figure 29, of the Historic Resources Technical Report, Appendix C of this Draft EIR.



### 3. PROJECT IMPACTS

#### a. Methodology

In order to identify and evaluate historic resources, a multi-step methodology was utilized. A records search to identify previously documented historic resources was conducted. This search included a review of the National Register of Historic Places, and its annual updates; determinations of eligibility for National Register listings; and the California Historical Resources Inventory database maintained by State Office of Historical Preservation (OHP). The results of the record search by the South Central Coastal Information Center (SCCIC) are attached to the Historic Resources Technical Report, Appendix C of this Draft EIR. Site inspections were made to document existing conditions, define the historic resources survey study area, document potentially significant properties, identify character-defining features of those properties evaluated as potentially significant, and identify character-defining features of those properties evaluated as potentially significant, and define the historic resources study area. A reconnaissance-level survey of the study area, including photography and background research, was then made. Additional background and site-specific research was conducted in order to evaluate historic resources within their historic context. Criteria of the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), and the City of Los Angeles were employed to assess the significance of the properties. More specifically, in conducting the identification and evaluation of historic resources located within the study area, the following tasks were performed:

- Searched records of the National Register of Historic Places, California Historical Resources Inventory and the City of Los Angeles;
- Conducted field inspections of the study area;
- Photographed potential historic resources located within the study area;
- Collected and reviewed historic images, maps, and archives of the study area including, but not limited to, those at the Los Angeles Public Library;
- Conducted site-specific research on historic resources including City of Los Angeles building permits, Los Angeles County tax assessor records, Sanborn Fire Insurance Maps, and other relevant archival documents;
- Reviewed and analyzed previous documentation, ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation, designation assessment processes, and related programs; and

- Evaluated potential historic resources based upon criteria used by the National Register, the California Register, and the City of Los Angeles Historic-Cultural Monuments (LAHCMs). Assessed properties utilized the survey methodology of the State Office of Historic Preservation (OHP).

## **b. Thresholds of Significance**

### **(1) California Environmental Quality Act (CEQA)**

Historic resources can be affected by land use changes, and by visual, noise or atmospheric intrusions beyond the project site. The CEQA Guidelines state that a project involves a “substantial adverse change” when one or more of the following occurs:

- Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.<sup>123</sup>
- The significance of a historical resource is materially impaired when a project:<sup>124</sup>
  - A. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

<sup>123</sup> *State CEQA Guidelines, 14 CCR Section 15064.5(b)(1).*

<sup>124</sup> *Ibid, Section 15064.5(b)(2).*

The CEQA Guidelines further require a finding of significant impact when the alteration of the immediate surroundings of a resource would occur such that the significance of a historical resource would be materially impaired. The Los Angeles CEQA Thresholds Guide requires a finding of significant impact on historical resources if the project involves construction that reduces the integrity or significance of important resources on the site or in the vicinity. Historic resources adjacent to a proposed project could be indirectly affected when it is isolated from its setting or the setting that contributes to the property's historical character or significance is altered.

A historic property may also be indirectly affected by a proposed project by the introduction of visual elements that are out of character with the property or alter its setting. The guidance that defines these impacts is provided in the Criteria of Effect and Adverse Effect established by the Advisory Council on Historic Preservation (CFR 1992: 800.9 (b-2, and b-3), under Section 106 of the National Historic Preservation Act. Though CEQA does not provide specific guidance for the evaluation of indirect impacts to historic resources, the Criteria of Effect and Adverse Effect were utilized to determine the significance of indirect impacts to historic resources.

## **(2) Secretary of the Interior's Standards for Rehabilitation**

The Secretary of the Interior has promulgated Standards for the Rehabilitation of Historic Buildings (Standards).<sup>125</sup> These Standards may be used by the United States Department of the Interior, National Park Service (NPS) and other federal, state, and local agencies in reviewing and approving work to be performed on historic buildings. The Standards were written to "assist the long-term preservation of a property's significance through the preservation of historic materials and features. The Standards pertain to historic properties of all materials, construction types, sizes, and occupancy and encompass the exterior and interior of the buildings. They also encompass related landscape features and the building's site and environment, as well as attached, adjacent, or related new construction."<sup>126</sup>

The Standards are designed to ensure that rehabilitation does not impair the significance of a historic property. In most circumstances, the Standards are relevant in assessing whether there is a substantial adverse change under CEQA. Section 15064.5b(3) of the CEQA Guidelines states in part that "... a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating,*

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<sup>125</sup> *The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, U.S. Department of the Interior, National Park Service, Preservation Assistance Division, 1990. Also see 36 CFR § 67.7.*

<sup>126</sup> *Secretary of the Interior's Standards, page 5.*

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*Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historic resource.”

The definition of “rehabilitation” assumes that at least some repair or alteration of the historic building will be needed in order to provide for an efficient contemporary use; however, these repairs and alterations must not damage or destroy materials, features or finishes that are important in defining the building’s historic character. The ten standards for rehabilitation are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that created a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterized the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and mass to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The Guidelines for Rehabilitation of Historic Buildings were developed by the Department of the Interior's National Park Service (NPS) to assist property owners in applying the general Standards listed above. The Guidelines contain a specific hierarchy for decision-making in assessing the rehabilitation of any historic property. First, the significant materials and features of a building must be identified. Then a method for their retention and preservation must be found. If the physical condition of character-defining materials warrants additional work, repair is recommended. If deterioration or damage precludes repair, then replacement can be considered.

The introduction to the Guidelines states that:

Some exterior and interior alterations to the historic building are generally needed to ensure its continued use, but it is most important that such alterations do not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes.<sup>127</sup>

A technical brief, which describes how to identify the character-defining features of a historic building, notes:

A complete understanding of any property may require documentary research about its style, construction, function, its furnishings or contents; knowledge about the evolutionary history of the building. Even though buildings may be of historic, rather than architectural significance, it is their tangible elements that embody its significance for association with specific events or persons and it is those tangible elements both on the exterior and interior that should be preserved.<sup>128</sup>

<sup>127</sup> *Secretary of Interior's Standards for Rehabilitation.*

<sup>128</sup> *Lee Nelson, Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character, Preservation Brief 17, U.S. Department of the Interior, Preservation Assistance Division, 1982, page 1.*

In addition to the rehabilitation of character-defining features, the Standards and Guidelines also address alterations and additions to historic buildings, as well as retrofitting for health and safety requirements. Some interior and exterior alterations to a historic building may be needed to ensure its continued use. These modifications should not, however, obscure character-defining features of a property.

### **(3) City of Los Angeles Thresholds of Significance**

The following factors are set forth in the City of Los Angeles “L.A. CEQA Thresholds Guide,” which states that a project would normally have a significant impact on historic resources if it would result in a substantial change in the significance of a historic resource. A substantial adverse change in significance would occur if the project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

Based on these factors, a project would have a significant impact on historic resources, if:

- The Project would demolish, destruct, or alter a historical resource such that the significance of the historical resource would be materially impaired; or
- The Project would reduce the integrity or significance of important resources on the site or in the vicinity.

## **c. Project Impacts**

### **(1) Proposed Project**

The proposed Project site includes the Civic Center Mall between Los Angeles’ City Hall and Grand Avenue; the streetscape along Grand Avenue between Fifth Street and Cesar E.

Chavez Avenue; and five parcels located within the CRA/LA's Bunker Hill Redevelopment Project area.

The proposed Project consists of the following three components: (1) the creation of a 16-acre Civic Park, that would result in the renovation and expansion of the existing Civic Center Mall, and would connect City Hall to Grand Avenue; (2) streetscape improvements along Grand Avenue, between Fifth Street and Cesar E. Chavez Avenue, to attract and accommodate more pedestrian traffic; and (3) development of five parcels, referred to as Parcels Q, W-1, W-2, L, and M-2. A Conceptual Plan for the Project, as shown in Figure 7 on page 121, has been formulated to represent a potential development scenario that depicts the basic intent of the Project. While the precise mix and location of uses have not been definitively determined, the Conceptual Plan represents the most current development scenario under evaluation and consideration. Provided in the following paragraphs are descriptions of the Project's three components.

The proposed Civic Park would be revitalized and activated through a new design that would be functional and accessible to the public. The current Conceptual Plan for the Civic Park, shown in Figure 7 on page 121, maintains and expands upon the existing organization of space as three major areas: Grand Avenue to Hill Street; Hill Street to Broadway; and Broadway to Spring Street. Under the Conceptual Plan, the westernmost, approximately 8-acre section is proposed to be utilized for cultural and entertainment uses. The middle, approximately 4-acre section is proposed to be used as a garden space for smaller scale uses and the easternmost, approximately 4-acre section is proposed to be used for civic and community activities. Surface parking on the easternmost area of the park would be removed and parking would be re-established on the lower levels of the structures.

As previously stated, the Grand Avenue Streetscape Program, as shown in Figure 8 on page 124, extends from Cesar E. Chavez Avenue to Fifth Street. Under the proposed Project, the Grand Avenue Streetscape Program would redefine Grand Avenue as a great Los Angeles street. The goal of the Grand Avenue street improvements will be to create an urban thoroughfare through a key area of downtown Los Angeles. These improvements are intended to foster an active pedestrian environment without compromise to the functional requirements of vehicular circulation. Toward this end, sidewalks will be widened wherever feasible from Fifth Street north to Cesar E. Chavez Avenue, and planting beds will be maximized in order to promote the growth of healthy and mature street trees. These improvements are intended to facilitate and improve pedestrian movement and create a positive environment for sidewalk cafes, special events, and building entrances. Other suggested improvements may include the installation of landscaping and landscape irrigation systems for new street trees, paving systems for sidewalks and adjoining plazas, streets, and curbs; banners, graphics, signage, etc; introduction of special improvements such as public art, water features, pavilions for private and public use, and kiosks; benches, chairs, and other seating systems; trash receptacles; drinking fountains; and water

fountains. The existing mid-street openings along Grand Avenue would be examined with the intent of either replacing these spaces with planted medians, or providing additional roadway to compensate for widened sidewalks. The proposed streetscape improvements are not intended to decrease existing vehicular capacity, and existing on-street parking will be maintained wherever feasible.

As proposed, the Project has the potential to impact directly or indirectly a number of historic resources. The following is a detailed impact analysis of the Project components as they relate to each of the properties assessed for historical significance.

#### **(a) Potential Los Angeles Civic Center Historic District**

The grouping of buildings, structures, objects, and sites that comprise the Civic Center appears eligible for California Register designation as a potential historic district. For the purposes of CEQA, this collective entity is considered a historic resource pursuant to the CEQA Guidelines.<sup>129</sup>

Under the proposed Project, none of the contributing civic properties would be directly impacted. In addition, indirect impacts are not anticipated if the final plans for the Civic Park and the Grand Avenue streetscape program are implemented in a manner that would be substantially consistent with the Conceptual Plan for these Project components. However, indirect impacts may occur for those buildings that interface either the Grand Avenue streetscape program or the Civic Park if the final design for these two Project components is not in substantial compliance with the Project's Conceptual Plan. The streetscape improvements called for under the Project's Conceptual Plan would not affect those qualities or characteristics that are important in identifying or associating the properties as contributing elements to a potential historic district comprised of governmental and cultural building united by plan and function within the Civic Center area of downtown Los Angeles.

However, the Project would directly impact one contributing property, the Civic Center Mall (El Paseo de los Pobladores de Los Angeles). The existing Civic Center Mall would be renovated and expanded under the proposed Project. Much of the landscape and hardscape features would be removed or reconfigured to make the park a vital, active public space for the downtown community.

The Civic Center Mall is historically important to the potential historical district as it is the Civic Center's primary public gathering space and governmental center. It is a key

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<sup>129</sup> *Ibid.*



component in downtown Los Angeles' larger urban framework and open space network. It was designed and developed to be surrounded by public buildings. Its monumental size, shape, location, function and purpose, association, physical characteristics (hardscape and landscaping, and east-west axis set between public buildings), and its ownership were all key aspects of its integration as a formally designed landscaped park into the larger scheme of the master plan for the Civic Center area.

As discussed in the detailed analysis of the park below, the extent of impacts to the park would be determined by the final design. However, regardless of the final park design its basic size, shape, location, purpose and function would remain unaffected. Additionally, the Park's spatial relationships with the public buildings surrounding would remain unchanged. Overall, those physical qualities and historic characteristics that identify the Civic Center Mall as a contributor to the potential Los Angeles Civic Center historic district would be retained and would not be adversely changed or altered by the implementation of the proposed Project. In fact, those qualities that define it as a public park and focal point of the Civic Center would be enhanced by the Project; making the interrelationship of contributing resources both historically and visually even stronger. As significant impacts would not occur to the identified potential historic district, mitigation measures would not be required.

#### **(b) Walt Disney Concert Hall**

The Walt Disney Concert Hall appears eligible for listing in the National Register and the California Register. For the purposes of CEQA, the Walt Disney Concert Hall is considered a historic resource pursuant to the CEQA Guidelines.<sup>130</sup>

Under the proposed Project the Walt Disney Concert Hall would not be directly or indirectly impacted. No streetscape improvements are called for within the section of Grand Avenue that is located in front of the Walt Disney Concert Hall (i.e., west side of Grand Avenue). The landscaping proposed for Parcels L, M-2 and Q would not physically, aesthetically, or visually impact the historic and cultural qualities of the Walt Disney Concert Hall that make it historically significant. Therefore, no mitigation measures are required for this resource to implement the proposed Project.

#### **(c) Music Center**

The Music Center appears eligible for individual listing in the National Register and the California Register. It is also eligible for designation as a contributor to a potential State historic

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<sup>130</sup> *Ibid.*

district associated with the history of the Civic Center. For the purposes of CEQA, the Music Center is considered a historic resource pursuant to the CEQA Guidelines.<sup>131</sup>

Under the proposed Project's Conceptual Plan, the Music Center would not be directly or indirectly impacted. The exterior and interior of the Music Center campus would not be physically altered. The existing landscaping at street level consists of original and replaced elements. Project related streetscape improvements under the Conceptual Plan for the eastern perimeter of the Music Center, along the west side of Grand Avenue, would not physically harm those characteristics that justify the campus as eligible for federal or State designation. Grand Avenue and portions of the immediate adjacent sidewalk do not constitute a significant resource and therefore, no direct impact would occur to the Music Center campus. The streetscape proposed under the Conceptual Plan for Grand Avenue would not result in any indirect adverse impacts to the contributing elements of the Music Center since the existing trees would be replaced at similar intervals to the existing trees in a manner that would retain (and enhance) the sight line from the Music Center Plaza through the Civic Center Mall to City Hall. Thus, the removal of historic fabric would not be required to implement the streetscape. While less than significant impacts would result if the Conceptual Plan for the Grand Avenue streetscape program is implemented, potentially significant impacts could result if the final design for the streetscape program was to disrupt directly or indirectly those attributes of the Music Center upon which its eligibility determination is made. As the potential exists that the final streetscape design could result in a significant impact, a mitigation measure is recommended that would reduce this impact to a less than significant level.

#### **(d) Music Center Annex Building**

The Music Center Annex Building located at 601 West Temple Street (northwest corner of Grand Avenue and Temple Street) does not appear to be eligible for listing in the National Register or California Register. For the purposes of CEQA, this building is not considered a historic resource pursuant to the CEQA Guidelines.<sup>132</sup> Mitigation measures for this building are not required.

#### **(e) Cathedral of Our Lady of the Angels**

The Cathedral of Our Lady of the Angels appears eligible for listing in the National Register, California Register, and for local City of Los Angeles Historic-Cultural Monument

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<sup>131</sup> *Ibid.*

<sup>132</sup> *Ibid.*

designation. For the purposes of CEQA, the Cathedral of Our Lady of the Angels is considered a historic resource pursuant to the CEQA Guidelines.<sup>133</sup>

As with the Music Center, the Cathedral of Our Lady of the Angels would not be directly impacted under the proposed Project's Conceptual Plan as no work to the exterior or interior of the building is anticipated. The streetscape improvements called for under the Conceptual Plan along the western perimeter line of the church, along Grand Avenue, would not visually obscure the building or those features of the building that deem it historically significant from the public right-of-way. Thus, implementation of the streetscape improvements per the Conceptual Plan would result in a less than significant impact. However, potentially significant impacts could result if the final design for the streetscape program was to disrupt directly or indirectly those attributes of the building upon which its eligibility determination is made. As the potential exists that the final streetscape design could result in a significant impact, a mitigation measure is recommended that would reduce this impact to a less than significant level.

**(f) Kenneth Hahn Hall of Administration**

The Kenneth Hahn Hall of Administration building does not appear to be eligible for individual listing in the National Register or California Register. Because of its physical manifestation as part of the overall Civic Center master plan, the Kenneth Hahn Hall of Administration building is considered a contributing property to a potential State eligible historic district. For the purposes of CEQA, therefore, the building is considered a historic resource pursuant to the CEQA Guidelines.<sup>134</sup>

Under the proposed Project's Conceptual Plan, the Kenneth Hahn Hall of Administration building would not be directly or indirectly impacted as no work would occur to the exterior or interior of the building. Further, the landscaping called for south of the building within the proposed Civic Park, under the Conceptual Plan, would not physically or visually impact those features of the building that qualify it as a contributor to a potential Civic Center Historic District.

The streetscape planned along Grand Avenue, under the Conceptual Plan, would not adversely impact those characteristics that help convey the building's historical significance as a contributing property to a potential historic district. Thus, implementation of the Civic Park and the streetscape improvements per the Conceptual Plan would result in a less than significant impact. However, potentially significant impacts could result if the final design for the Civic Park and the streetscape program was to disrupt directly or indirectly those attributes of the

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<sup>133</sup> *Ibid.*

<sup>134</sup> *Ibid.*

building upon which its eligibility determination is made. As the potential exists that the final Civic Park and streetscape design could result in a significant impact, a mitigation measure is recommended that would reduce this impact to a less than significant level.

**(g) Civic Center Mall (El Paseo de los Pobladores de Los Angeles)**

The Civic Center Mall (dedicated as El Paseo de los Pobladores de Los Angeles) though ineligible for individual listing in the National Register, is eligible for individual listing in the California Register because it physically displays exceptional mid-century Modern precepts in its design, style, materials, workmanship, circulation systems, hardscape and softscape features, and spatial relationships. As previously discussed, it is also considered a contributing property to a potentially eligible California Register historic district comprised of a collective grouping of buildings, structures, sites, and objects united by plan and function within the Civic Center area. For the purposes of CEQA, the Civic Center Mall is considered a historic resource pursuant to the CEQA Guidelines.<sup>135</sup> Those features that convey the park's historical significance include its overall size and scale, location, function and purpose, materials, design, landscaping, workmanship, and east-west axis set between public buildings on either side. Architecturally specifically, the mid-century Modern style water features (fountain and adjoining pools), concrete benches, pink granite clad planter boxes, pink granite retaining walls, pedestrian circulation system (concrete walkways and open spaces), pole type light fixtures, pole type outdoor "hi-fi" system, enclosed elevator shaft structures in the center of the park, the circular shaped vehicular ramps leading to the underground parking garage from Hill Street, and the granite faced stairs and spiral shaped parking lot ramps off Grand Avenue are all features that contribute to the modernistic design of the Civic Center Mall and reflect the design philosophy and trends of the Modern era.

The Project according to the Conceptual Plan includes a Great Lawn and a Grand Terrace in the westernmost section of the proposed Civic Mall. Under the Conceptual Plan, most of the existing trees and shrubs would be removed or relocated for the construction of a new lawn, garden, and plaza spaces. New restrooms would be constructed, and under the Conceptual Plan, pavilions would also be constructed. The proposed design would also provide new stepped terraces from the Grand Avenue plaza down (east) to the current level of the garage escalators. Also under the Conceptual Plan, new enclosures for the existing escalators, which connect the park to the garage below, would be erected and the existing escalators kept in operation as continuously as possible during Project-related construction work. While the mid-century Modern style fountain, under the Conceptual Plan, may be relocated within the Civic Park, the concrete pools below it could not be retained and relocated since they were cast in-place. However, there is a potential that the pools may be recreated at the location where the fountain

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<sup>135</sup> *Ibid.*

would be relocated. While the fountain may be relocated and the pools recreated, using the recommended approaches outlined in the Secretary of the Interior's Standards for Rehabilitation, thereby precluding a significant impact, the existing spiral entry and exit ramps that lead to the underground parking structure from both Grand Avenue and Hill Street would be redesigned under the Conceptual Plan. In addition, the final park design may or may not include the retention or relocation of the balance of the character-defining features that are currently located within the Civic Center Mall. Also under the Conceptual Plan the existing commemorative monuments and statues would be retained, relocated, and incorporated into the new park space. While an important physical component of the Civic Center Mall, all of the public art contained therein lacks historical importance as it was all installed since the initial development of the Civic Center and were not planned or installed as part of the overall mid-century Modern style layout of the park. The parking structure below this area, under the Conceptual Plan, would be retained and would remain open, to the extent feasible, during construction of the new Civic Park.

In developing the final design for the Civic Park the disposition of the Civic Center Mall's character-defining features would need to be considered and planned. Depending on the final park design, a range of potential direct and/or indirect impacts to these features may result. The level of impacts would depend on the importance of the feature being affected and how it is being affected. Based on the level of detail available within the Conceptual Plan, the only character-defining features that would be removed are the circular shaped parking garage ramps along Grand Avenue and Hill Street. No decisions have been made at this time as to whether any of the Civic Center Mall's other character-defining features are to be retained in place, removed, or relocated in the park. Regardless of which option is selected, the final park design would be reviewed for consistency with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

As currently proposed, the removal of the circular shaped parking garage ramps at the east and west ends of the park would not pose a significant adverse change in the significance of this historic resource. There would still be enough physical characteristics of the resource that would help convey collectively its historical significance as a mid-century Modern designed public space even with the ramps removed.

For a substantial adverse change to occur the majority of the park's character-defining features would need to be removed or substantially physically altered. Significant impacts would result if the following occurs to any of the four key features listed: (1) the water feature (both the fountain and pools) no longer serves as a focal point for the park; (2) many of the pink granite clad planters, pink granite clad retaining walls, and concrete benches are not retained and reused in-place or within the reconfigured park preferably near the water feature and adjacent to the civic buildings; (3) the existing elevator shaft structures are removed in their totality, or (4) many of the light poles with saucer-like canopies and the "hi-fi" speaker poles with saucer-like

canopies are not retained in-place or relocated adjacent to or integrated along with the water feature, benches, retaining walls, and planter boxes. Additionally, the Standards should be utilized to ensure that rehabilitation work to the park does not impair those qualities and historic characteristics of these four key character-defining features that convey the property's significance and qualify it for California Register listing. If the character-defining features noted above were retained and reused in a manner consistent with the Standards and as stipulated in this analysis, then potential impacts to this resource would not occur and mitigation measures would not be required.

Along with the removal of the parking lot ramps off Grand Avenue and Hill Street, the following character-defining features may be removed since their removal would not diminish the integrity of the resource in terms of its eligibility as an individual resource: (1) the mature landscaping (since the new park design would also include notable and compatible landscaped areas), (2) the existing walkways (since the new park would also include walkways to facilitate movement through the park), and (3) the granite stairs off Grand Avenue.

The demolition and recordation of historic resources under CEQA are not considered acceptable treatment approaches as recordation does not address the adverse change resulting from the demolition of the physical characteristics that justify the inclusion of the resource in the California Register, National Register, and local register. However, mitigation measures for such actions are still required though they would not reduce the impact to a less than significant level.

As for the relocation of a historic resource, the State Historical Resources Commission encourages the retention of historical resources in place. However, it is recognized that moving a historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible for State designation may be listed in the California Register if it is moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historic resource. A historic resource should retain its historic features and compatibility in orientation, setting, and general environment upon relocation. As such, potential impacts would be reduced to a less than significant level with the implementation of the required mitigation measures.

In summary, and to provide the most conservative of conclusions, implementation of the Civic Park would result in the removal of many of the Civic Center Mall's character-defining features. The removal of those four key features outlined above would materially alter those physical characteristics of the site that convey its historical significance as a well-designed mid-century Modern public park and account for its inclusion in the California Register as an individual resource. As significant impacts would occur, mitigation measures would be required, though they would not reduce the impact to a less than significant level. However, should the final design include selective retention and reuse of all four of the character-defining features, as

identified herein, a manner consistent with the Standards, then significant impacts would not occur and mitigation measures would not be required.

#### **(h) Hall of Records**

The Hall of Records building appears ineligible for individual listing in the National Register, due to a lack of exceptional significance. It does, however, appear individually eligible for California Register listing because of its architectural significance. The Hall of Records building also appears eligible for the California Register as a contributing property to a potential historic district associated with the development of the Civic Center. For the purposes of CEQA, the Hall of Records is considered a historic resource pursuant to the CEQA Guidelines.<sup>136</sup>

Under the proposed Project, the Hall of Records building would not be directly impacted. No work is called for with regard to either the exterior or interior of the building. However, the plaza area just south of the Hall of Records, called the Court of Flags, may be developed into a new garden-oriented space. Implementation of the Conceptual Plan for this section of the new Civic Park would require the demolition of most of the existing surface features. The stairs to Broadway would be rebuilt, and various elements of the existing Civic Center Mall including the flagpoles and plaques would be relocated elsewhere within the area. The existing vehicular access to the garage would be maintained, as would the elevators. The central area of this section of the Civic Park would be landscaped with trees and shrubs flanking the green space to the north and south. According to the Conceptual Plan, small, multi-use pavilions would also be incorporated into this area, along with smaller pavilions that could host food and drink concessions. As such, the work proposed would not materially or visually impair those qualities that make the Hall of Records building historically significant and eligible for state designation as an individual landmark and contributor to a potential historic district. Hence, if the Conceptual Plan for the Civic Park is implemented, mitigation measures for this structure are not required. Thus, implementation of the Civic Park per the Conceptual Plan would result in a less than significant impact. However, potentially significant impacts could result if the final design for the Civic Park was to disrupt directly or indirectly those attributes of the building upon which its eligibility determination is made. As the potential exists that the final Civic Park design could result in a significant impact, a mitigation measure is recommended that would reduce this impact to a less than significant level.

#### **(i) Court of Flags**

The Court of Flags area does not appear to be eligible for National Register and California Register listing as an individual landmark. Its historical associations, location, and

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<sup>136</sup> *Ibid.*

spatial relationship with the adjacent public buildings and Civic Center Mall to the west helps to define it as a contributing property to the potential Civic Center Historic District eligible for California Register designation. For the purposes of CEQA, the Court of Flags is considered a historic resource pursuant to the CEQA Guidelines.<sup>137</sup>

Based on the Conceptual Plan for the Civic Park, the Court of Flags would be used as a new garden-oriented space. The preliminary Conceptual Plan for this area would maintain the Metro Red Line plaza and entrances, currently located on the west end of the Court of Flags, in their existing locations. Possible changes to the transit plaza would be implemented without disruption to operations. Implementation of the Conceptual Plan for this section of the Civic Park would require the demolition of most of the existing surface features. The subterranean parking garage would be repaired and remain in place, and a new multi-use pavilion that could be located in the southeast corner of this section of the park would contain elevators to the restored subterranean parking garage. Smaller pavilions could also be incorporated in the area that could host food and drink concessions. The stairs to Broadway would be rebuilt, and various elements of the existing Civic Center Mall including the flagpoles and plaques would be relocated elsewhere within the area. The existing vehicular access to the garage would be maintained, as would the elevators. The existing Court of Flags spatial relationship with the surrounding civic buildings and Civic Center Mall to the west, as well as its physical location, and historic association with the overall development of the Civic Center would not be adversely affected by the implementation of the proposed Project. Those historic qualities would be retained, if not enhanced, with the work called for under the Project. Therefore, mitigation measures for this site are not required. Thus, implementation of the Civic Park per the Conceptual Plan would result in a less than significant impact. However, potentially significant impacts could result if the final design for the Civic Park was to disrupt indirectly or directly those attributes of the Court of Flags upon which its eligibility determination as a contributing element to a potential historic district is made. As the potential exists that the final Civic Park design could result in a significant impact, a mitigation measure is recommended that would reduce this impact to a less than significant level.

#### **(j) Clara Shortridge Foltz Criminal Justice Center**

The Criminal Justice Center is not eligible for National Register or California Register designation as an individual landmark. It is, however, considered a contributor to a potential California Register eligible historic district comprised of civic buildings, structures, objects, and

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<sup>137</sup> *Ibid.*



sites associated with the development of the Civic Center. For the purposes of CEQA, this property is considered a historic resource pursuant to the CEQA Guidelines.<sup>138</sup>

Under the proposed Project's Conceptual Plan, the open space south of the Criminal Justice Center would be used for civic and community activities. Development of this area would require the removal and relocation of the existing surface parking lot for the construction of a large paved plaza with landscaping at its north and south sides. The Conceptual Plan for this section of the Civic Park would also incorporate small, multi-use pavilions into the proposed facilities for use by festivals and civic event programming.

No work is proposed for the Criminal Justice Center building. Thus, the building would not be directly or indirectly impacted by the implementation of the Project's Conceptual Plan within the adjacent plaza area. Those qualities that contribute to the building's inclusion in a potential Civic Center Historic District would not be materially or physically altered. Therefore, mitigation measures for this building are not required to implement the proposed Project's Conceptual Plan. Thus, implementation of the Civic Park per the Conceptual Plan would result in a less than significant impact. However, potentially significant impacts could result if the final design for the Civic Park was to disrupt directly or indirectly those attributes of the building upon which its eligibility determination is made. As the potential exists that the final Civic Park design could result in a significant impact, a mitigation measure is recommended that would reduce this impact to a less than significant level.

#### **(k) Los Angeles City Hall**

The Los Angeles City Hall is eligible for listing on the National Register by formal determination and is therefore listed on the California Register. It is also a designated local City of Los Angeles Historic-Cultural Monument. For the purposes of CEQA, the Los Angeles City Hall is considered a historic resource pursuant to the CEQA Guidelines.<sup>139</sup>

Under the proposed Project, City Hall would not be directly or indirectly impacted as no alterations or modifications to the building are anticipated under the proposed Project's Conceptual Plan. As the easternmost section of the Civic Park is located along the west side of Spring Street, across the street from City Hall, Project improvements would be implemented that could potentially impact City Hall. Notwithstanding, the landscaping proposed for the easternmost section of the Civic Park under the Conceptual Plan would not physically, aesthetically, or visually impact any of those qualities or characteristics that make the building historically significant. Therefore, no mitigation measures are required for this property to

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<sup>138</sup> *Ibid.*

<sup>139</sup> *Ibid.*

implement the proposed Project's Conceptual Plan. Thus, implementation of the Civic Park per the Conceptual Plan would result in a less than significant impact. However, potentially significant impacts could result if the final design for the Civic Park was to disrupt directly or indirectly those attributes of the building upon which its eligibility determination is made. As the potential exists that the final Civic Park design could result in a significant impact, a mitigation measure is recommended that would reduce this impact to a less than significant level.

**(l) Parking Lot, 227 North Spring Street (APN 5161-005-BRK, Lot 9)**

The parking lot located at 227 North Spring Street does not appear to be eligible for listing in the National Register or the California Register. For the purposes of CEQA, this site is not considered a historic resource pursuant to the CEQA Guidelines.<sup>140</sup> Therefore, mitigation measures for this property are not required.

**(m) Vacant Lot, 217 West First Street (APN 5161-005-BRK, Lot 10)**

The vacant lot located at 217 West First Street does not appear to be eligible for listing in the National Register or California Register. For the purposes of CEQA, this site is not considered a historic resource pursuant to the CEQA Guidelines.<sup>141</sup> Therefore, mitigation measures for this property are not required.

**(n) Los Angeles County Law Library**

The Los Angeles County Law Library does not appear eligible for individual listing in the National Register or California Register due to its lack of sufficient historical and architectural importance. As discussed earlier, it does appear eligible for California Register designation as a contributing property to a potential historic district associated with the overall physical and architectural development of the Civic Center area. For the purposes of CEQA, therefore, the Law Library building is considered a historic resource pursuant to the CEQA Guidelines.<sup>142</sup>

As with the Hall of Records, the area just north of the County Law Library, called the Court of Flags, under the Conceptual Plan would be remodeled and used as a new garden-oriented space. Implementation of the Conceptual Plan for this section of the Civic Park would require the demolition of most of the existing surface features. Under the Conceptual Plan, the

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<sup>140</sup> *Ibid.*

<sup>141</sup> *Ibid.*

<sup>142</sup> *Ibid.*

stairs to Broadway would be rebuilt, and various elements of the existing Civic Center Mall including the flagpoles and plaques would be relocated elsewhere within the area. The existing vehicular access to the garage would be maintained, as would the elevators. Under the proposed Project, no work is called for with regard to the Law Library building.

Under the Conceptual Plan, the work called for in the park's open space area would not directly or indirectly impact those character-defining features of the Law Library that account for its inclusion as a contributing property in a potential California Register eligible historic district comprised of governmental and cultural buildings. Thus, mitigation measures are not required for this property with implementation of the Civic Park per the Conceptual Plan and a less than significant impact would result. However, potentially significant impacts could result if the final design for the Civic Park was to disrupt indirectly or directly those attributes of the building upon which its eligibility determination is made. As the potential exists that the final Civic Park design could result in a significant impact, a mitigation measure is recommended that would reduce this impact to a less than significant level.

**(o) Los Angeles County/Stanley Mosk Courthouse**

The Los Angeles County Courthouse does not appear eligible for individual listing in the National Register or the California Register. It has, however, been identified as a contributing property to a potential California Register eligible historic district composed of government and cultural facilities united together by plan and function. For the purposes of CEQA, the County Courthouse building is considered a historic resource pursuant to the CEQA Guidelines.<sup>143</sup>

As with the Hall of Administration, the County Courthouse building under the Project's Conceptual Plan would not be directly or indirectly impacted by the Project. The Courthouse would not be removed or modified as part of the Project. The design of the new Civic Park landscape and hardscape features, under the Conceptual Plan, along the north elevation of the Courthouse building as well as the proposed landscaping along Grand Avenue would not materially or visually alter those characteristic qualities that define the property as part of a potential Civic Center Historic District. Additionally, the proposed development of Parcels Q and W-1/W-2 would not directly or indirectly impact the historic significance of the potential Civic Center historic district or the County Courthouse building, which is a contributor to this district.

Since impacts to this building would not occur with the implementation of the Conceptual Plan for the Project, mitigation measures are not required. Thus, implementation of the Civic Park and the streetscape improvements per the Conceptual Plan would result in a less

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<sup>143</sup> *Ibid.*

than significant impact. However, potentially significant impacts could result if the final design for the Civic Park and the streetscape program was to disrupt indirectly or directly those attributes of the building upon which its eligibility determination is made. As the potential exists that the final Civic Park and streetscape design could result in a significant impact, a mitigation measure is recommended that would reduce this impact to a less than significant level.

Currently, the north elevation is landscaped, as part of the existing El Paseo de los Pobladores de Los Angeles park, with a variety of trees and shrubs that stagger in height and width. The assortment of mature plantings in this area does not obscure the building's modern architecture, but rather breaks up the solid massing of its form. The new landscape and hardscape features along the building's north elevation should be such that it visually accents and balances with the building's spare and functional façade. Since possible indirect impacts may occur to the property, mitigation measures are required.

**(p) Parking Facilities (Parcels Q, W-1 and W-2)**

The parking facilities located within Parcels Q, W-1, and W-2 do not appear eligible for listing in the National Register or California Register. Since these facilities are County-owned, local City designations would not be applicable. For the purposes of CEQA, these sites are not considered historic resources pursuant to the CEQA Guidelines.<sup>144</sup> Therefore, mitigation measures are not required for these properties.

**(q) Colburn School of Performing Arts**

As discussed earlier, the Colburn School of Performing Arts building does not appear to be eligible for federal, state, or local designation. For the purposes of CEQA, this property is not considered a historic resource pursuant to the CEQA Guidelines.<sup>145</sup> Therefore, mitigation measures for this building are not required.

**(r) Museum of Contemporary Art (MOCA)**

Currently, the Museum of Contemporary Art does not appear to be eligible for federal, State, or local designation. For the purposes of CEQA, this property is not considered a historic resource pursuant to the CEQA Guidelines.<sup>146</sup> Therefore, mitigation measures for this building are not required.

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<sup>144</sup> *Ibid.*

<sup>145</sup> *Ibid.*

<sup>146</sup> *Ibid.*

### **(s) Parking Lots (Parcels L and M-2)**

The parking lots located on Parcels L and M-2 do not appear to be eligible for listing in the National Register, California Register, and for local City of Los Angeles Historic-Cultural Monument designation. For the purposes of CEQA, these sites are not considered historic resources pursuant to the CEQA Guidelines.<sup>147</sup> Therefore, mitigation measures for the parking facilities that are currently located on these parcels are not required.

### **(t) Southern California Edison Building (One Bunker Hill)**

The Art Deco designed Southern California Edison building has been formally assessed for historical significance on a number of occasions. The property is eligible for National Register and California Register listing. It is a designated City of Los Angeles Historic-Cultural Monument. For the purposes of CEQA, this property is considered a historic resource pursuant to the CEQA Guidelines.<sup>148</sup>

Under the Project's Conceptual Plan, the Edison building would not be directly or indirectly impacted by the implementation of the Grand Avenue Streetscape Program. With the varying height, width, and density of the proposed landscaping along the building's east elevation along Grand Avenue the property would not be visually obscured from the public rights-of-way either from Grand Avenue or Fifth Street. Those qualities that contribute to the historic character and significance of the building would be retained and unaffected. Since there will be no direct or indirect impacts to this property mitigation measures are not required. Thus, implementation of the streetscape improvements per the Conceptual Plan would result in a less than significant impact. However, potentially significant impacts could result if the final design for the streetscape program was to disrupt directly or indirectly those attributes of the building upon which its eligibility determination is made. As the potential exists that the final streetscape design could result in a significant impact, a mitigation measure is recommended that would reduce this impact to a less than significant level.

## **4. CUMULATIVE IMPACTS**

Cumulative impacts on historic resources evaluate whether impacts of the proposed Project and the related projects, when taken as a whole, substantially affect historical resources. Downtown Los Angeles has a large number of properties that are listed in the National Register or California Register, or resources that are potentially eligible for listing. Therefore, the

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<sup>147</sup> *Ibid.*

<sup>148</sup> *Ibid.*

development of one or more related projects in the downtown area has the potential to affect listed or eligible resources. Each of the related projects having the potential to impact historical resources would be subject to CEQA review and it is anticipated that any potential impacts on historical resources would be addressed and reduced to less than significant levels through the CEQA process. However, CEQA also provides for a statement of overriding considerations, which may allow an unavoidable and significant impact on historical resources from one or more of the related projects. As such, it is conservatively concluded that one or more of the related projects could result in a potentially significant impact on historical resources. In addition, the Project would result in potentially significant impact with regard to the Civic Center Mall as a contributor to the potential Civic Center historic district and would incrementally contribute to the extent of any significant impacts generated by related projects. Therefore, the Project and related projects have the potential to cause a significant cumulative impact on historical resources.

## 5. MITIGATION MEASURES

The following mitigation measures are required to ensure that many of those potential adverse impacts identified with regard to historic resources would be reduced to a level of less than significant. Mitigation measures are also required for resources proposed for demolition since they would not eliminate the significant impact associated with the loss of a historic resource.

**Mitigation Measure D-1: Potential Los Angeles Civic Center Historic District.** Prior to the start of each construction phase, the responsible parties for implementation of the Streetscape Program under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the potential Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following measures:

**Grand Avenue Streetscape Program Design Features.** If the Streetscape Program is implemented in substantial conformance to that set forth in the Project's Conceptual Plan, then the following mitigation measure is not required since such Plan is consistent with the Secretary of Interior's Standards for rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Grand Avenue streetscape improvements not be implemented in substantial conformance with the Project's Conceptual Plan, then the landscape and hardscape features proposed as part of the Grand Avenue Streetscape Program shall respect the linear qualities of the street and sidewalks in respect to the adjacent historic resource. Such landscape treatments shall be unified and planted in a manner as to not obscure the sight

lines to the facades of those properties identified as contributors to the potential Los Angeles Civic Center Historic District from the public right-of-ways. The design of the Project's streetscape improvements shall consider their height, width, and spatial placement and include a program of selective pruning of trees to retain sight lines on a regular basis.

**Mitigation Measure D-2: Music Center.** No mitigation measures are required if the Grand Avenue streetscape improvements are implemented in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Grand Avenue streetscape improvements not be implemented in substantial conformance with the Project's Conceptual Plan, then prior to the start of each construction phase, the entity responsible for implementing the Project's streetscape program under the applicable agreements shall submit plans to the Authority for review and approval to ensure that impacts to the potential eligibility of the Music Center are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Grand Avenue streetscape improvements shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the final design for the streetscape improvements does not materially alter the Music Center's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-3: Cathedral of Our Lady of the Angels.** No mitigation measures are required if the Grand Avenue streetscape improvements are implemented in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Grand Avenue streetscape improvements not be implemented in substantial conformance with the Project's Conceptual Plan, then prior to the start of each construction phase, the entity responsible for implementing the Project's streetscape program under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Cathedral of Our Lady of the Angels church are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Grand Avenue streetscape improvements shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the final design for the streetscape improvements does not materially alter the Cathedral of Our Lady of the Angels' potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-4: Kenneth Hahn Hall of Administration.** No mitigation measures are required if the final design for the Civic Park and the Grand Avenue streetscape improvements are in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park and the streetscape improvements not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park and Streetscape Program, under the applicable agreements, shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Kenneth Hahn Hall of Administration as a contributing property to the potentially eligible Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park and the Grand Avenue streetscape improvements shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the final designs for the Civic Park and streetscape improvements do not materially alter the Kenneth Hahn Hall of Administration's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-5: Civic Center Mall (El Paseo de los Pobladores de Los Angeles).** Prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Civic Center Mall for listing in the California Register is reduced to the maximum extent practicable. However, in the event that any one or more of the following occurs: (1) the water feature (both the fountain and pools) no longer serves as a focal point for the park; (2) many of the pink granite clad planters, pink granite clad retaining walls, and concrete



benches are not retained and reused in-place or within the reconfigured park preferably near the water feature and adjacent to the civic buildings; (3) the existing elevator shaft structures are removed in their totality, or (4) many of the light poles with saucer-like canopies and the “hi-fi” speaker poles with saucer-like canopies are not retained in-place or relocated adjacent to or integrated along with the water feature, benches, retaining walls, and planter boxes, then the Standards shall be utilized to ensure that rehabilitation work to the four character-defining features of the park referenced in this Mitigation Measure D-5 does not impair the historic characteristics that convey the Civic Center Mall’s historical significance as an individual resource and as a contributing property to the potentially eligible Los Angeles Civic Center Historic District. If such compliance with such Standards cannot be achieved, then the following measures shall apply to the applicable character-defining features identified in this Measure:

**Recordation.** Prior to the issuance of a demolition permit for the Civic Center Mall and its associated features, a Historic American Building Survey (HABS) Level II-like recordation document shall be prepared for the Civic Center Mall. This document shall be prepared by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior’s Professional Qualification Standards for History or Architectural History. The HABS-like document shall record the existing landscape and hardscape features of the Civic Center Mall, including the four character-defining features identified in this measure. The report shall also document the history and architectural significance of the property and its contextual relationship with the surrounding civic buildings and environment. Its physical composition and condition, both historic and current, should also be noted in the document through the use of site plans, historic maps and photographs, and large-format photographs, newspaper articles, and written text. A sufficient number of large-format photographs shall be taken of the resource to visually capture its historical and architectural significance through general views and detail shots. Field photographs (35mm or digital format) may also be included in the recordation package. All document components and photographs should be completed in accordance with the Secretary of the Interior’s Standards and Guidelines for Architectural and Engineering Documentation. Archival copies of the report, including the original photographs, shall be submitted to the California Office of Historic Preservation and the Huntington Library. Non-archival copies of the report and photographs shall be submitted to the County of Los Angeles, the City of Los Angeles Planning Division, the Los Angeles Public Library (Main Branch), and the Los Angeles Conservancy Modern Committee.

**Salvage and Reuse of Key Park Features.** Prior to the removal of the four character-defining features identified in this Measure, an inventory of significant landscape and hardscape elements shall be made by a qualified

preservation consultant and landscape architect. Where feasible, these materials and elements shall be itemized, mapped, photographed, salvaged, and incorporated into the new design of the park, wherever possible. To the extent salvageable materials cannot be reused on-site, they shall be disposed of in accordance with applicable county surplus procedures.

**Mitigation Measure D-6: Hall of Records.** No mitigation measures are required if the final design for the Civic Park is in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Hall of Records building as a contributing property to the potentially eligible Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed Civic Park design does not materially alter the Hall of Records' potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-7: Court of Flags.** No mitigation measures are required if the final design for the Civic Park is in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority for review and approval to ensure that impacts to the potential eligibility of the Court of Flags as a contributing property to the potentially eligible Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed Civic Park design does not materially alter the Court of Flags' potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-8: Clara Shortridge Foltz Criminal Justice Center.** No mitigation measures are required if the final design for the Civic Park is in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Clara Shortridge Foltz Criminal Justice Center as a contributing property to the potentially eligible Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed Civic Park design does not materially alter the Clara Shortridge Foltz Criminal Justice Center's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-9: Los Angeles City Hall.** No mitigation measures are required if the final design for the Civic Park is in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to those historic characteristics that make the Los Angeles City Hall building historically significant as a designated resource and as a contributing property to the potentially eligible Los Angeles Civic Center

Historic District, are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed Civic Park design does not materially alter the historic significance of the Los Angeles City Hall. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-10: Los Angeles County Law Library.** No mitigation measures are required if the final design for the Civic Park is in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park not be implemented in substantial conformance with the Project's Conceptual Plan, prior to the start of each construction phase, the responsible parties for implementation of the Civic Park under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the potentially eligible Los Angeles County Law Library as a contributing property to the Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Civic Park shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed Civic Park design does not materially alter the Los Angeles County Law Library's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-11: Los Angeles County Courthouse.** No mitigation measures are required if the final design for the Civic Park and the Grand Avenue streetscape improvements are in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Civic Park and the streetscape improvements not be implemented in substantial conformance with the Project's Conceptual Plan prior to the start of each construction phase, the responsible parties for implementation of the Civic Park and the Streetscape Program under the applicable agreements shall

submit plans to the Authority, for review and approval to ensure that impacts to the potential eligibility of the Los Angeles County Courthouse as a contributing property to the potentially eligible Los Angeles Civic Center Historic District are reduced to the maximum extent practicable through implementation of the following mitigation measure is required:

Prior to implementation, the final design plans for the Civic Park and the Grand Avenue streetscape improvements shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the proposed final designs for the Civic Park and streetscape improvements do not materially alter the Los Angeles County Courthouse's potential historic significance. This evaluation shall be conducted in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

**Mitigation Measure D-12: Southern California Edison (One Bunker Hill).** No mitigation measures are required if the Grand Avenue streetscape improvements are implemented in substantial conformance to that set forth in the Project's Conceptual Plan, as determined by the Authority, since such Plan is consistent with the Secretary of Interior's Standards of Rehabilitation of Historic Buildings ("Standards"). However, should the final design for the Grand Avenue streetscape improvements are not implemented in substantial conformance with the Project's Conceptual Plan, the responsible parties for implementation of the Streetscape Program under the applicable agreements shall submit plans to the Authority, for review and approval to ensure that impacts to the historic characteristics that convey the Southern California Edison building's (One Bunker Hill) significance are reduced to the maximum extent practicable through implementation of the following mitigation measure:

Prior to implementation, the final design plans for the Grand Avenue streetscape improvements shall be reviewed by a qualified architectural historian or historic preservation consultant who satisfies the Secretary of the Interior's Professional Qualification Standards for History or Architectural History to assure that the final design for the proposed streetscape improvements does not materially alter the Southern California Edison (One Bunker Hill) building's historic significance. This evaluation shall be conducted in accordance with Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

## 6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Under CEQA, implementation of the recommended mitigation measures would reduce all of the identified significant impacts to a less than significant level, with the exception of one that is connected directly with the Civic Center Mall. The actual extent of the significant impacts to the park itself is dependent upon the Civic Park's final design. Significant impacts to the park would result if one or more the following occurs: (1) the water feature (both the fountain and pools) no longer serves as a focal point for the park; (2) many of the pink granite clad planters, pink granite clad retaining walls, and concrete benches are not retained and reused in-place or within the reconfigured park preferably near the water feature and adjacent to the civic buildings; (3) the existing elevator shaft structures are removed in their totality, or (4) many of the light poles with saucer-like canopies and the "hi-fi" speaker poles with saucer-like canopies are not retained in-place or relocated adjacent to or integrated along with the water feature, benches, retaining walls, and planter boxes. Additionally, the Standards should be utilized to ensure that the rehabilitation work to the park does not impair those qualities and historic characteristics of these four key character-defining features that convey the park's significance and qualify it for potential California Register listing. If the character-defining features noted above were retained and reused in a manner consistent with the Standards and as stipulated in this analysis, then potential impacts to this resource would not occur and mitigation measures would not be required.

However, if the current Civic Park Conceptual Plan is fully implemented in a way that does not retain and reuse the character-defining features noted above in a manner consistent with the Standards, the recommended mitigation measures are required though they would not reduce the impact to this resource to a less than significant level. Nonetheless, such mitigation measures are important to ensure that important information regarding this resource's contribution to the history of the City of Los Angeles, County of Los Angeles, and the southern California region are retained.