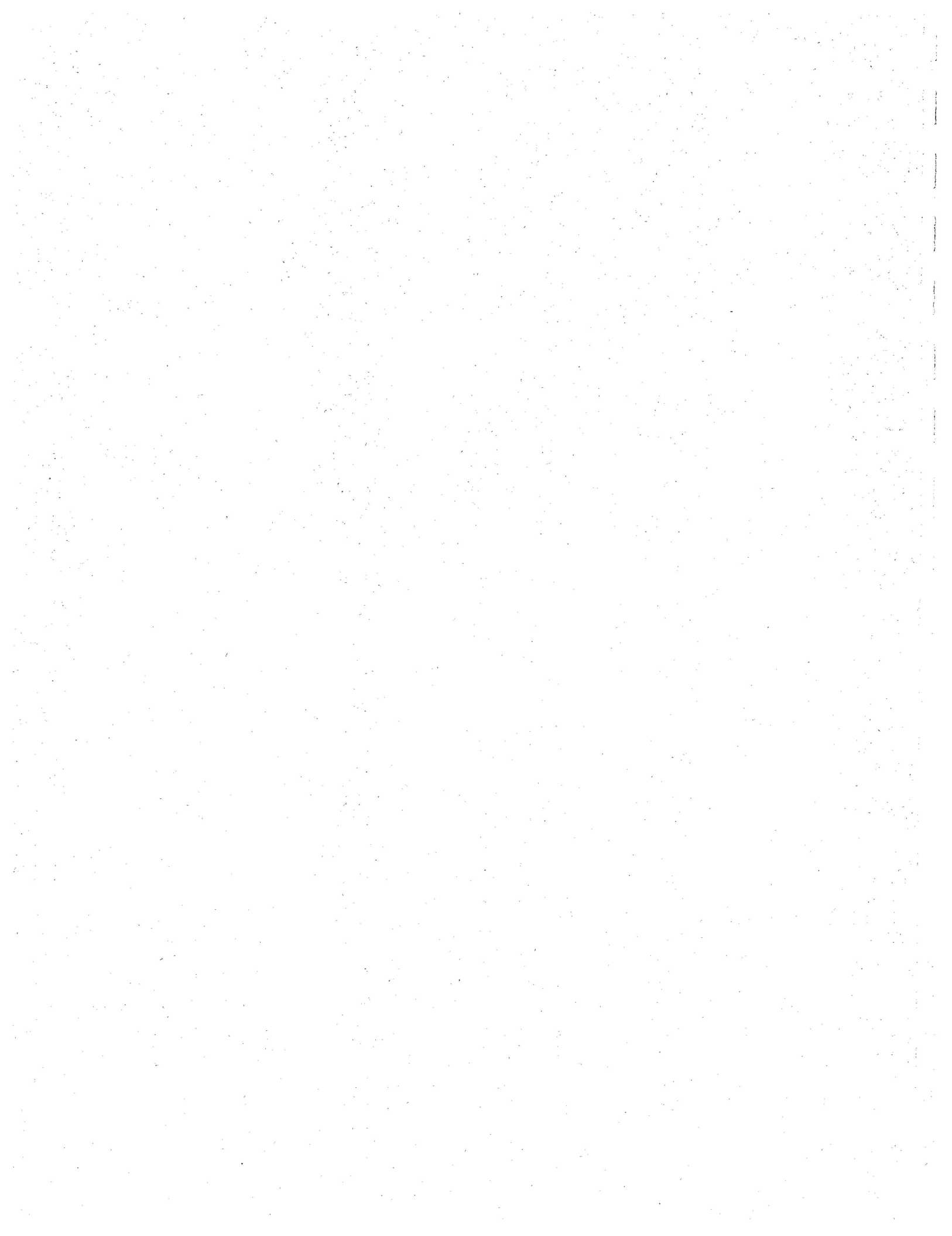


SECTION III
ENVIRONMENTAL SETTING



**SECTION III
ENVIRONMENTAL SETTING**

A. OVERVIEW OF ENVIRONMENTAL SETTING

1. On-Site Land Uses And Zoning

Existing Uses

The project site is comprised of two properties which have been occupied by public uses for over 50 years. The boundaries and outlines of both properties and the entire ADP site are shown previously in Figure 3.

Union Station

The 52.3-acre Union Station property consists of the Los Angeles Union Station Passenger Terminal, the Rail Express Agency (REA Building), south ramp, surface and structure parking lots, passenger platforms, and trackage. Located in the center of the property is a structure known as the Mission Tower, as well as a car repair facility. There is a total of 234,200 square feet of structures on the Union Station property.

The Union Station complex functions as the regional transportation hub of Los Angeles County, with such transportation facilities as inter-city passenger trains (Amtrak), commuter rail, subway, busways, shuttles, and taxis. Approximately 25,000 people currently use the station daily, and ridership is anticipated to substantially expand during the time period covered by the Buildout Phase of the ADP.

Currently, the Union Station Passenger Terminal and are operational. However, some portions of the REA Building (which houses Amtrak operations) are currently vacant. Approximately 1,078 parking spaces (including surface and structured lots) currently exist on the site. The Mission Tower is vacant. In summary, existing structures on the Union Station property are shown in Table 8.

TABLE 8 EXISTING DEVELOPMENT ON THE UNION STATION PROPERTY	
Existing Use	Area (Square Feet)
Union Station Passenger Terminal	63,000
REA Building	167,000
Mission Tower ¹	3,000
Car Repair Facility ¹	1,200
TOTAL	234,200
¹ Vacant or unoccupied structures.	

On five acres of land, at the eastern end of the Union Station property, is the Gateway Center development, which will contain the new Los Angeles County Metropolitan Transportation Authority's (LACMTA) Headquarters Building. The first phase of the Gateway Center is currently under construction. When completed, it will be comprised of: 1) a 26-story, 628,000-square foot government office building on 1.5 acres; and 2) the Gateway Intermodal Transit Center on approximately 3.5 acres. The Transit Center includes a Metrorail portal, a bus plaza, and a park-n-ride garage. It is anticipated that the Gateway Center project will be completed by October 1995. The Final EIR for Phase I (actions included a subdivision, private street approval, street vacation, realignment of Vignes Street, actions necessary for floor area ratio (FAR) averaging between the Transit Center and the Gateway Phase II office site, and a height district change) was certified by the LACMTA's predecessor agency, the Southern California Rapid Transit District in October 1992. These actions have been approved by the City of Los Angeles, which is a responsible agency under the Gateway Center EIR, and are not requested as part of the ADP process or this EIR.

Terminal Annex

The Terminal Annex property contains the Terminal Annex Building, a 1960s extension, surface and 1,000 spaces of structured parking, a Vehicle Maintenance Facility, a two-story commercial building, and a one-story commercial building. The Terminal Annex Building itself is located on the southern portion of the property and was constructed in 1938. In total, there are 731,600 square feet of built structures on the Terminal Annex property. Located at the northwest portion of this property is the City of Los Angeles Fire Station No. 4. The Ratkovich-Villanueva Partnership proposes to acquire this station and relocate it.

Postal operations, including retail sales and mail collection and distribution, comprising approximately 50,000 square feet, currently occur on the first two stories of the Terminal Annex Building. The two upper floors are vacant. The 1960s extension and the Vehicle Maintenance Facility are also vacant. The Los Angeles County Court currently leases 1,000 parking spaces in the surface parking lot located on the property. The one- and two-story commercial buildings located in the northwest corner of the property are vacant. Fire Station No. 4 is a fully operational firefighting facility. In summary, existing structures on the Terminal Annex property are shown in Table 9.

Existing General Plan and Zoning

The ADP site is part of the larger Central City North Community Plan (CCNCP) area. The CCNCP, adopted in 1979 and amended in January 1988, currently designates the entire ADP site for heavy industrial uses. This CCNCP designation has corresponding permitted zones of M3 (Heavy Industrial) and P (Automobile Parking - Surface and Underground). The Union Station property is currently zoned [Q]M3-1, which permits the development of heavy industrial uses at a FAR of 1.5:1. Applicable [Q] conditions permit government and transportation uses. These conditions, as well as other applicable zoning and CCNCP standards, are described in more detail in Section IV.A, Land Use.

The Terminal Annex property is also currently zoned [Q] M3-1. As with the Union Station property, the zone permits the development of heavy industrial uses at a FAR of 1.5:1.

TABLE 9 EXISTING DEVELOPMENT ON THE TERMINAL ANNEX PROPERTY¹	
Existing Use	Area (square feet)
Terminal Annex	481,400
Extension (1960s Addition) ²	151,400
Vehicle Maintenance Facility ²	66,500
Fire Station ³	20,200
Two-Story Commercial Building ²	6,100
One-Story Commercial Building ²	6,000
TOTAL	731,600
¹	Does not include existing parking structure square footage.
²	Vacant or unoccupied structures.
³	Fire Station to be relocated to an off-site parcel adjacent to the Terminal Annex property.

2. Surrounding Land Uses And Zoning

Six General Plan land use designations are predominant in the project area. Both the project site and parcels to the east (including the under-construction LACMTA Gateway Center, the LACMTA Central Maintenance and Bus Layover facilities, Piper Technical Center, and the Los Angeles County Jail) are designated heavy industrial under the CCNCP with corresponding zones of M3 and P. The Los Angeles River, adjacent to these parcels to the east, and the Santa Ana/Hollywood Freeway (U.S. 101) and El Monte Busway, south of the project site, are designated by the CCNCP as Open Space.

Land uses immediately south of the Santa Ana/Hollywood Freeway include industrial properties with a General Plan designation of Commercial Manufacturing and corresponding zoning of CM (Commercial Manufacturing) and P. The Civic Center and Downtown Los Angeles business district are located to the southwest and are designated in the CCNCP as Civic Center or Regional Center, with corresponding

zones of C2 (Community Commercial), C4 (Neighborhood and Office Commercial), P, and PB (Parking Building).

Land uses west of Alameda Street are primarily commercial. El Pueblo de Los Angeles Historic Monument, including the Olvera Street commercial/tourist complex, is located west of the Union Station property across Alameda Street. This land area is within the CCNCP Area and is designated as Open Space, with corresponding zones of CR and C1.5 (both Limited Commercial zones) and C4. Land uses west of the Terminal Annex property across Alameda Street are primarily retail/commercial, with a General Plan designation of Community Commercial and corresponding zoning of C2, P and PB. Chinatown, also a historical/commercial area, is located two blocks west of the project site and is designated by the General Plan as Community Commercial with corresponding permitted zoning of C2, P, and PB.

Land uses north of the Terminal Annex property and Vignes Street are primarily industrial, with a General Plan designation of Heavy Industrial and corresponding zoning of M3 and P. Small and medium size manufacturing plants primarily make up the industrial inventory.

A graphic representation of the general land use pattern and zoning in the community surrounding the site has been previously shown in Figure 7. Aerial photographs of the project locale with the boundaries of the project site outlined are shown in Figures 8, 9, and 10. For a more detailed discussion of existing and surrounding land uses, the land use regulatory framework, and the impacts of the project on land use, the reader is referred to Section IV.A of this EIR.

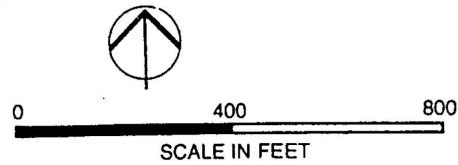
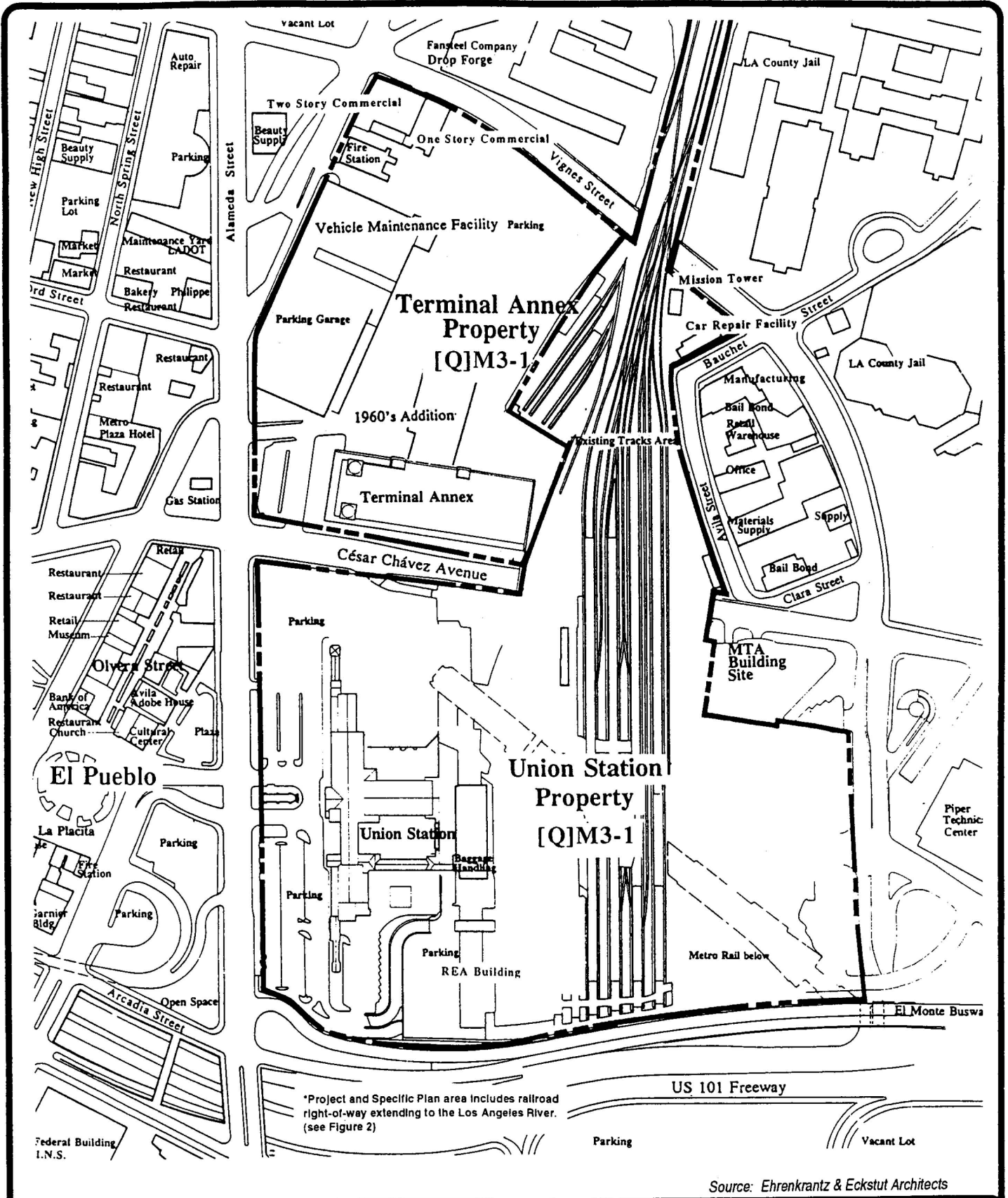
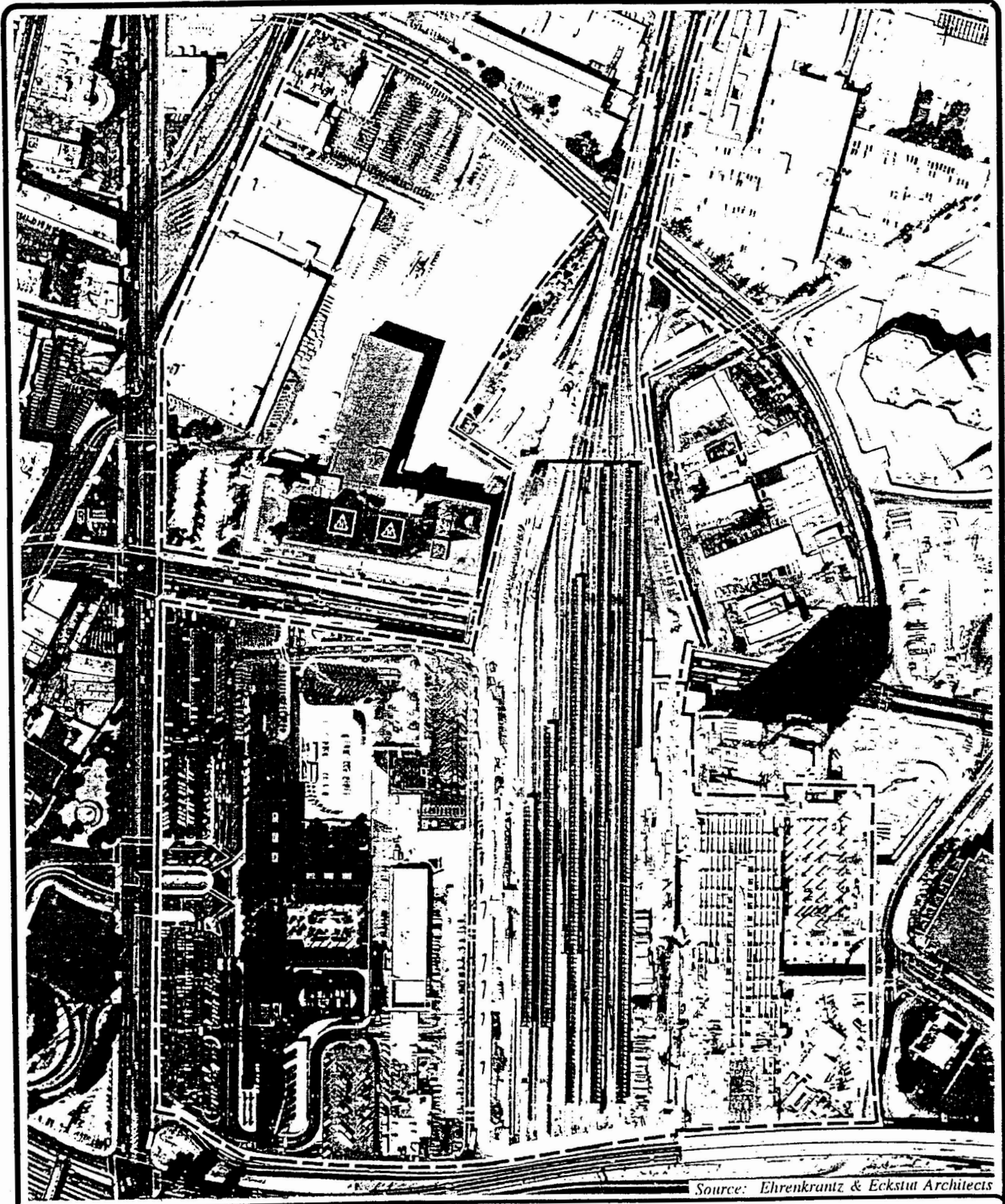


Figure 7
LAND USE



Source: Ehrenkrantz & Eckstut Architects

C CORDOBA
CORPORATION
EPA ENVIRONMENTAL
PLANNING
ASSOCIATES

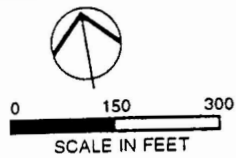
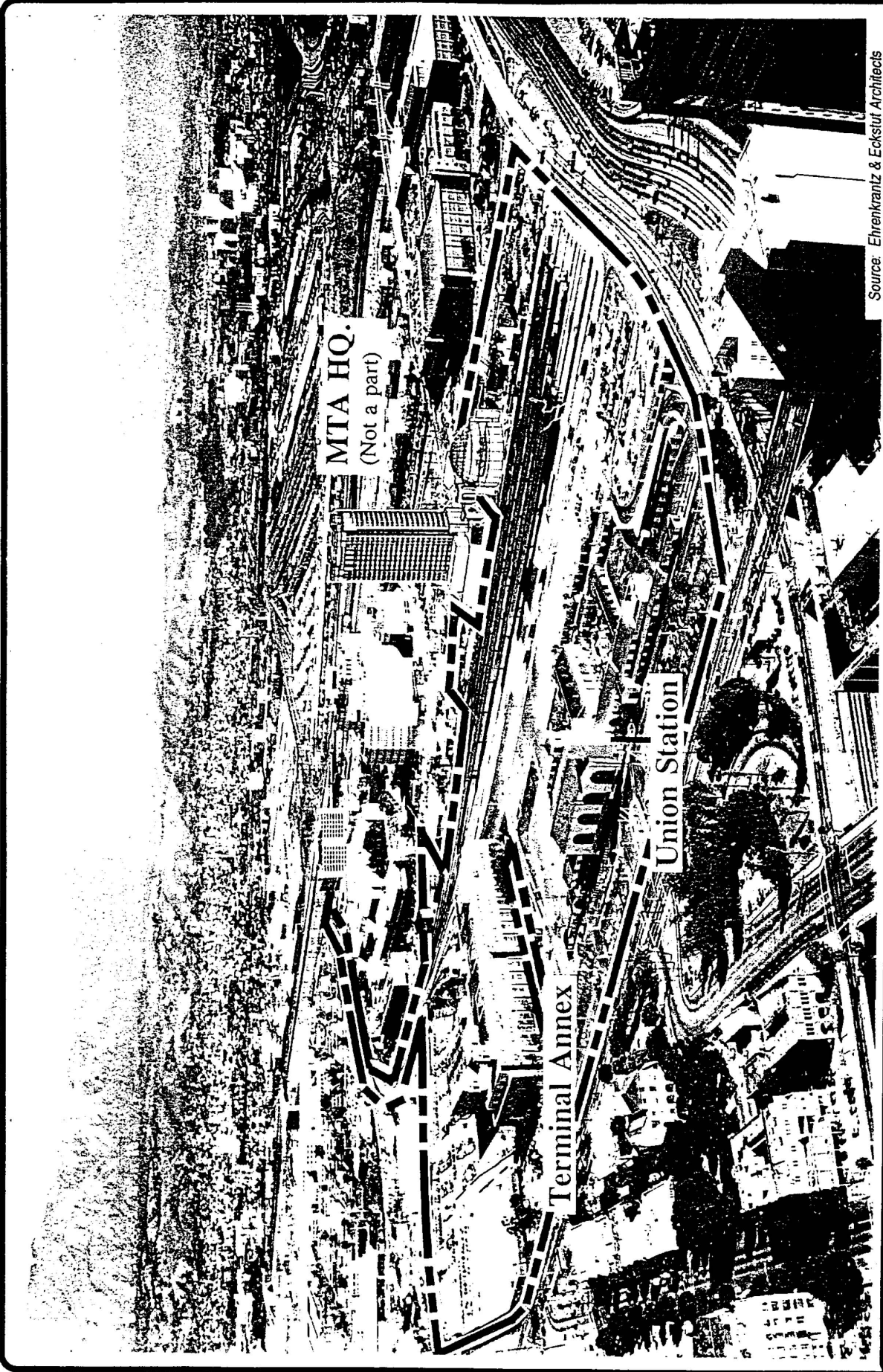


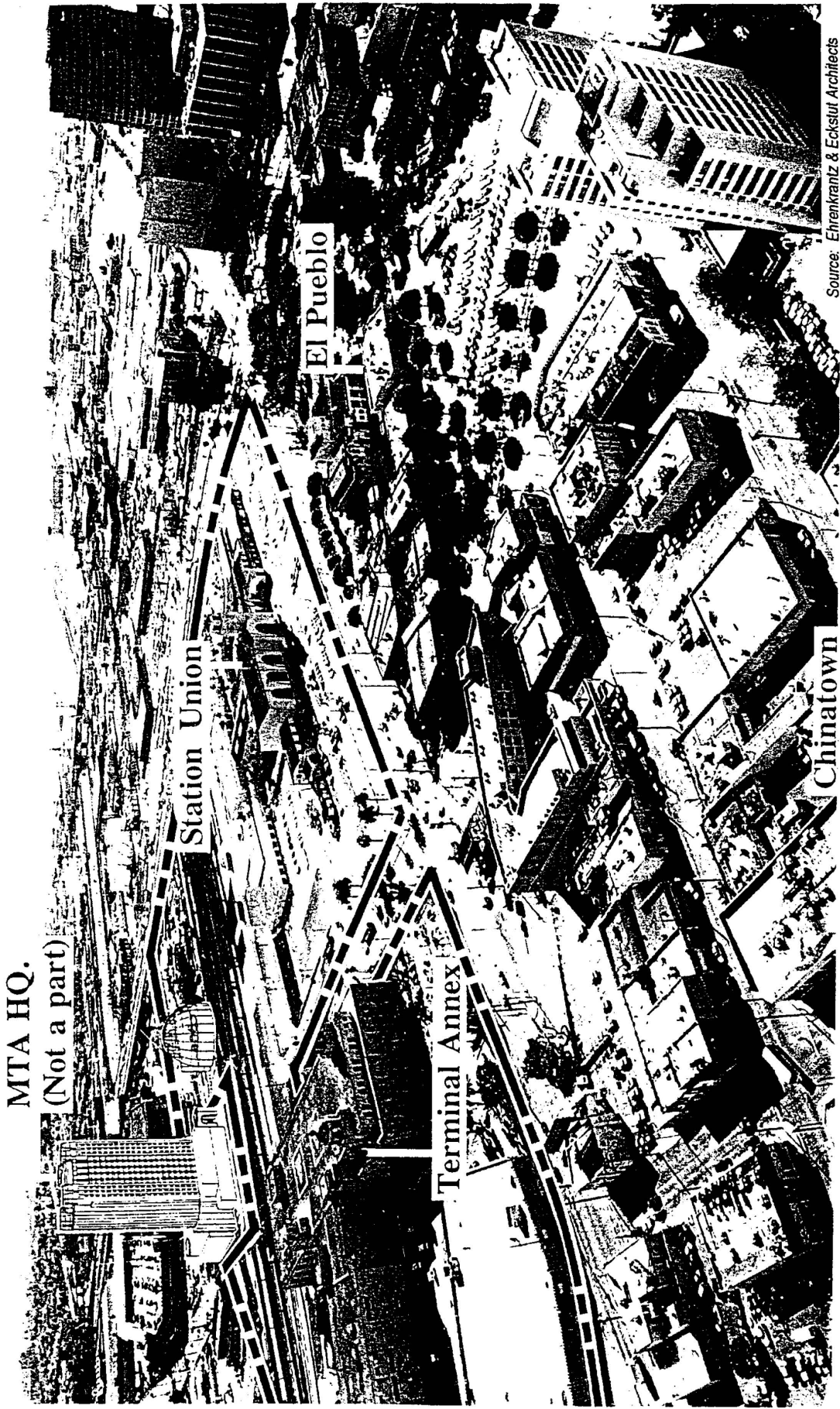
Figure 8
AERIAL PHOTOGRAPH
OF PROJECT SITE



Source: Ehrenkrantz & Eckstut Architects

 **CORDOBA CORPORATION**
 **EPA ENVIRONMENTAL PLANNING ASSOCIATES**

Figure 9
AERIAL PHOTOGRAPH
OF PROJECT SITE LOOKING EAST



C CORDOBA CORPORATION
EPA ENVIRONMENTAL PLANNING ASSOCIATES

Figure 10
AERIAL PHOTOGRAPH
OF PROJECT SITE LOOKING SOUTH

3. Project Area Circulation

The ADP site is accessible via transportation corridors from all sides. Key approach corridors include: the Santa Ana/Hollywood Freeway from both the east and west; Alameda Street, Los Angeles Street, and Main Street from the south; Sunset Boulevard, Alpine Street, and College Street from the west; North Spring Street and North Main Street from the north; and Cesar E. Chavez Avenue from the east.

The primary regional roadway access to the area is provided by the Santa Ana and Hollywood freeways which run generally east-west along the southern edge of the study area. The project area is also near the Pasadena/Harbor (I-110) and San Bernardino/Santa Monica (I-10) freeways. All of these freeways carry heavy traffic volumes and are congested during peak travel times.

Union Station is the hub for numerous modes of public transit including Amtrak, Metrolink commuter rail, the Metro Red Line subway, and the future Metro Blue Line light rail. The site is also served by local bus service via the city street system as well as regional express bus service on the El Monte Busway adjacent to the south end of the site.

For a more detailed discussion of existing traffic, transit, parking, and access conditions, as well as the impacts of the project on each of these areas, the reader is referred to Section IV.D of this EIR.

4. Topography, Geography, And Hydrology

Topography in the vicinity of the project site slopes gently to the southeast at a gradient less than 20:1 (horizontal to vertical). Site elevations range from approximately 279 to 293 feet above sea level.

No faults are known to exist on the ADP property. However, there are a number of active and potentially active faults within 35 miles. These include the Santa Monica-Hollywood Fault, the Newport-Inglewood Fault, the San Andreas Fault, the Elysian Park Thrust Fault Zone, and the Verdugo Fault. Seismic groundshaking could occur in the project area as a result of movement on any of these faults.

Most of the project area is covered by impervious surfaces, and runoff is controlled through an existing system of storm drains which collect water from surrounding streets and convey it to the concrete-lined Los Angeles River Channel.

For a more detailed discussion of existing topography, geography, and hydrologic conditions, as well as the impacts of the project on each of these areas, the reader is referred to Sections IV.H and IV.I of this EIR.

5. Atmospheric Conditions

The project site is located within the South Coast Air Basin (SCAB). Although the entire SCAB shares similar climatic features, differences exist throughout the region because of topographic features and distance from the Pacific Ocean. Distinct climates within the region are called microclimates. Because downtown Los Angeles is outside the immediate coastal microclimate, spring and summer days are less subject to coastal clouds or fog. The annual average temperature in the downtown Los Angeles area is 65 degrees.

Winds in the project area are usually driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime on-shore sea breezes. At night, the wind generally slows and reverses direction, traveling towards the sea. One other important wind regime occurs when a high pressure center forms over the western United States and creates Santa Ana winds that blow from desert areas to the northeast through canyon passes to the ocean.

For a more detailed discussion of existing atmospheric conditions and the impacts of the project on air quality, the reader is referred to Section IV.F of this EIR.

6. Biotic Resources

Vegetation on-site consists of street trees and ornamental landscaping. Primary landscaped areas include street trees along the Alameda Street and Alameda Street/North Main Street frontages on both properties, in the Union Station surface parking lots, and within the Union Station Terminal courtyard. Both sites can be characterized as fully improved urban properties. No rare or endangered species have been observed inhabiting the area.

7. Infrastructure/Public Services

A complete array of public and private utility infrastructure serves the project area, including water, wastewater, solid waste, electricity, natural gas, and police and fire protection. For a more detailed discussion of infrastructure issues and the resulting impacts of the project, the reader is referred to Sections IV.L and IV.M of this EIR.

8. Cultural Resources

The project site includes two primary historically-significant landmarks, the United States Postal Service Terminal Annex and the Union Station Passenger Terminal. The Union Station site also includes ancillary structures which contribute to the property's historic facade. In addition, El Pueblo de Los Angeles Historic Monument, including the Olvera Street commercial/tourist complex, is located west of the Union Station property across Alameda Street. For a more detailed discussion of the history of the project site, proposed historical preservation measures, and an evaluation of the potential environmental impacts on historic and cultural resources, the reader is referred to Section IV.C. of this EIR.

B. PREVIOUS AND CURRENT ENVIRONMENTAL DOCUMENTATION ON THE PROJECT SITE

Construction of Gateway Center is underway on portions of the Union Station property owned by LACMTA within the project area. Environmental documents have been previously prepared for this project and the previously proposed LA Automart project located on the Terminal Annex property, as well as for other transit-related projects that interconnect with the project site. A summary of related environmental documentation is provided as follows:

1. Gateway Center Phase I

A major component within the ADP is the five-acre proposed Gateway Center. The EIR (SCH No. 92031008) for Phase I and Phase II of the Gateway Center was completed and certified in 1992 by the Southern California Rapid Transit District (SCRTD). Only Phase I of the project was approved for development, with Phase II requiring further environmental analysis. Therefore, the Phase II development will be analyzed as part of this EIR. The reader is referred to the Cumulative Development portion of this section for a discussion of related development on and surrounding the project site.

Gateway Center Phase I consists of the development of the 628,000 square foot LACMTA Headquarters Building, the Gateway Intermodal Transit Center, and four levels of parking which are under construction and scheduled for completion in October 1995. Gateway Center Phase I will occupy approximately five acres, the Headquarters Building is on 1.5 acres, and the Gateway Intermodal Transit Center is on 3.5 acres of land on the ADP project site. A total of 1,910 parking spaces will be provided below grade. In addition, the Headquarters Building will also incorporate 23,000 square feet of space for retail uses and a child care facility. The child care center will have the capacity to serve approximately 85 children and is intended for the exclusive use of the Phase I tenants.

2. Terminal Annex LA Automart

The LA Automart project was previously proposed on the Terminal Annex property by the Ratkovich-Villanueva Partnership. The proposed LA Automart project was centered around the historic Postal Service Terminal Annex Building. The proposed project was to include renovation of the existing site, together with new construction of service facilities and upgraded parking structures. In addition, the proposed project would have consisted of the demolition of a 198,250 square foot, four-story 1960s addition to the four-story Terminal Annex Building, also proposed for demolition under the ADP. Upon the completion of demolition, the development of a new, 1,016,960 square foot, five-story structure was proposed, as was demolition of an existing, vacant, two-story building. The Terminal Annex Building was proposed to be remodeled and would have contained retail automobile showrooms, automobile storage, administrative and support offices, and ancillary retail and restaurant uses. The existing three-level, 380,090 square foot parking garage would have been remodeled to serve as automobile service bays, parking, and automobile storage.

Although an Administrative Draft EIR was initiated by the City of Los Angeles, changes to the project precluded completion of that document. As a result, preparation of that EIR was terminated.

3. Transit Related Projects

Numerous EIRs/EISs have been prepared for the LACMTA Pasadena Blue Line and Metro Rail Red Line.¹ An EIR/EIS was originally completed for the 17.4-mile Metro Red Line subway system in 1983. A supplemental EIR/EIS was subsequently prepared and certified by the SCRTD and the U.S. Urban Mass Transportation Administration in 1987. The Final EIR/EIS for the 13.6-mile Metro Blue Line extension from Union Station to Pasadena was certified in 1990. A supplemental EIR for the Blue Line was prepared in May 1994.

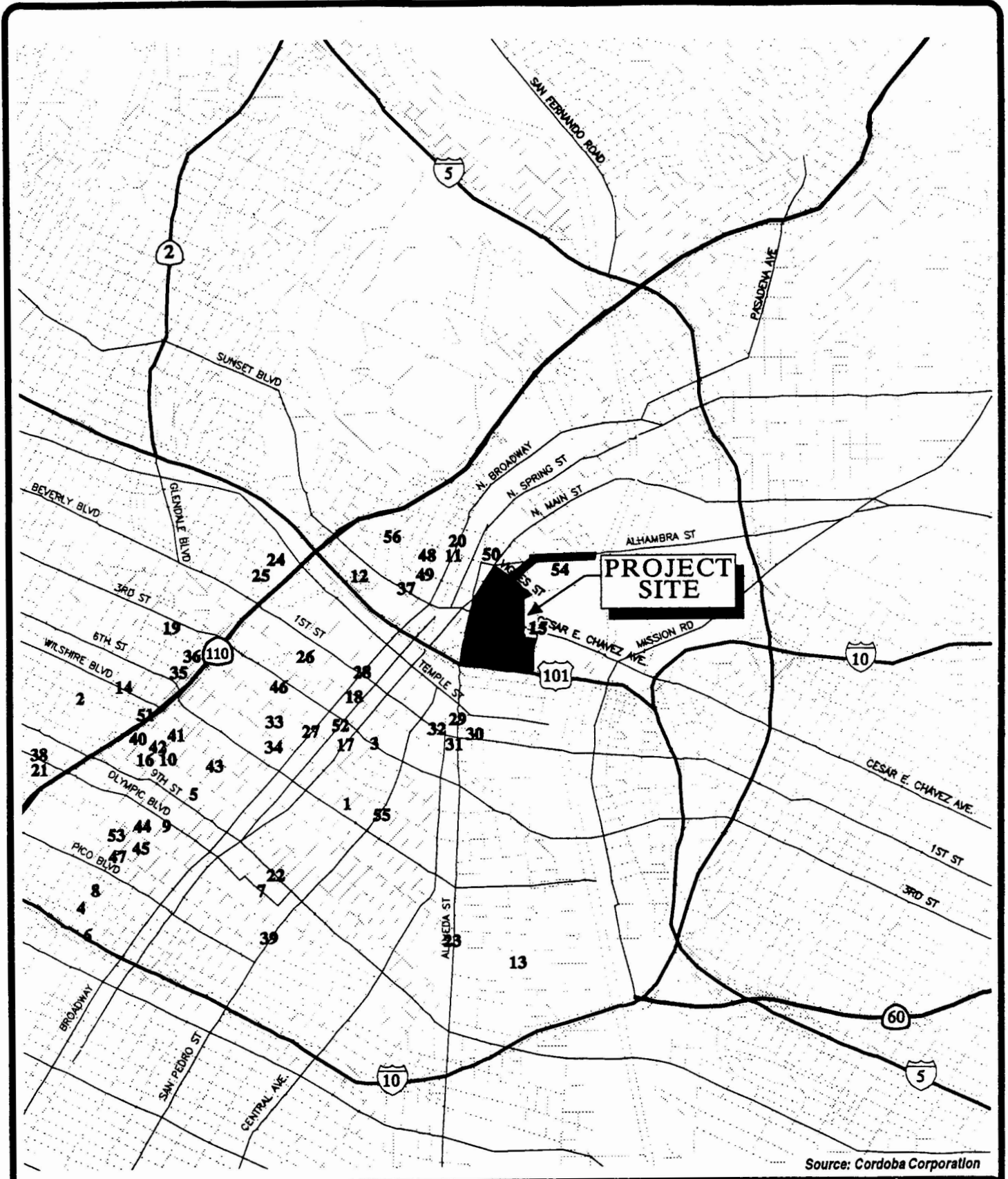
Although still in its planning stages, environmental documentation will eventually be required for the Blue Line Downtown Connector which will connect the Long Beach Blue Line with the proposed Pasadena Blue Line at Union Station. The Metro Blue Line Connector will connect the existing segment of the Blue Line (which extends from the City of Long Beach to Metro Center Flower/Seventh) to the second segment of the Blue Line, which would extend from Union Station north to Pasadena.

C. CUMULATIVE DEVELOPMENT

As of March 14, 1995, the projects listed in this section have either been approved, are pending approval, or are proposed and on file with the County of Los Angeles, the City of Los Angeles Community Redevelopment Agency (CRA), and the City of Los Angeles Departments of Building and Safety and City Planning and/or Transportation. A field check was performed to confirm the development status of these projects. The related project study area is generally bound by Chinatown on the north, the Los Angeles River on the east, the intersection of Olympic Boulevard and Central Avenue on the south, and the northeasterly area approximately four blocks west of the Harbor Freeway (I-110) on the west. The study area boundaries encompass a maximum of 2.7 miles from east to west and a maximum of 3.0 miles from north to south. The boundaries have been selected to include all projects that may generate impacts to public service and utility services serving the downtown Los Angeles area. The related projects list consists of developments with greater than or equal to 40,000 square feet of floor area, or greater than or equal to 35 dwelling units. Specific related projects, including their development or approval status, are shown in Table 10. Related project locations are shown in Figure 11. Total related development in the study area is shown in Table 11.

¹ The reader is referred to the Los Angeles County Metropolitan Transit Authority for a complete listing of all environmental documents relating to the Red Line and Blue Line projects.

ALAMEDA DISTRICT SPECIFIC PLAN EIR



Source: Cordoba Corporation



Figure 11
RELATED PROJECTS MAP

**TABLE 10
RELATED PROJECTS**

Number	Project Name & Address	Case Number	Status	Description	General Source
RESIDENTIAL					
01.	Courtland Hotel 518 S. Wall St.	MND 90-0850-ZU(DB)	UC	97 unit SRO hotel	Planning; Field
02.	747 S. Hartford St.	91-0264(SUB)	P	36 units condo	LADOT
03.	Little Tokyo Affordable Housing (NEC 3rd & Los Angeles)	CRA	A	101 units apt.	LADOT; CRA; DN
04.	Hope St. Affordable Housing (NWC Hope & Venice)	CRA	A	81 units apt. 90 units apt.	CRA; DN
05.	9th St. Housing (SEC 9th & Grand)	CRA	A	83 units apt.	CRA; DN
06.	Young Apartments (NWC Grand & 17th)	CRA	UC	66 unit SRO hotel	CRA
07.	Federal Reserve Lofts 409 Olympic Blvd.	CRA	P	85 units apt	DN
08.	Moore Hall 1328 Hope Street	CRA	P	40 units apt.	DN; Field
09.	Renaissance Tower (Olympic & Grand)	N/A	BU	206,154 sf apt. (229 units)	DN; O'Neill

TABLE 10 RELATED PROJECTS					
Number	Project Name & Address	Case Number	Status	Description	General Source
HOTEL					
10.	Halekulani Project (NE blk. 8th & Figueroa)	CRA	P	400 room hotel	LADOT; CRA; DN
11.	788 N. Broadway	88-BS-400	P	130 room hotel	LADOT; LLG
OFFICE					
12.	800 Boston Street	MND 85-053-ZC	P	168,350 sf office	Mangrove; Planning
13.	1920 E. Violet St.	90-BS-764	P	60,511 sf office	Mangrove; LADOT
14.	1111 Wilshire Blvd.	MND 89-1155-ZU	P	179,110 sf office	Planning
15.	Gateway Center - Phase I (E/S Union Station)	SCH #92031008 SCRTD	UC	628,000 sf office	Gateway
16.	City Corp. III (Harbor Fwy/8th/Figueroa/7th)	N/A	P	800,000 sf office	LADOT; CRA; DN
17.	340 South Main St.	90-BS-688	P	92,586 sf office	B&S
18.	Caltrans Expansion (SEC Spring & 2nd)	N/A	P	500,000 sf office	DN
19.	Chamber of Commerce Headquarters (SEC 3rd & Bixel)	N/A	UC	63,500 sf office	DN

**TABLE 10
RELATED PROJECTS**

Number	Project Name & Address	Case Number	Status	Description	General Source
COMMERCIAL/RETAIL					
20.	845 N. Broadway	91-0467-CUZ	P	107,000 sf commercial	Planning; LADOT
21.	1035 S. Blaine St.	MND 90-0929-ZC	P	50,000 sf commercial	Planning
22.	Wall St. Mart 429 E. 9th St. or 833 S. Wall St.	CRA	P	72,000 sf retail	Mangrove; CRA
23.	Wholesale Apparel Mart 744 Alameda St.	MND 91-524-CUZ (SUB)	A	596,910 sf retail	Mangrove; Planning
SCHOOLS					
24.	Belmont New Junior High #1 (NW blk. Colton St. & Beaudry Ave.)	LAUSD	P	165,000 sf junior high school (1,704 students or 72 rooms)	LAUSD
25.	Belmont New Senior High #1 (SW blk. Colton St. & Beaudry Ave.)	LAUSD	P	221,000 sf senior high school (2,340 students or 101 rooms)	LAUSD
MIXED USE					
26.	Walt Disney Concert Hall 111 South Grand Ave.	SCH #87-032-506	UC	2,350 seat concert hall 3,000 sf retail 5,000 sf restaurant 7,000 sf cafe ¹	Mangrove; Stegeman

**TABLE 10
RELATED PROJECTS**

Number	Project Name & Address	Case Number	Status	Description	General Source
27.	Grand Central Square (Hill/4th/Broadway/3rd)	CRA	UC	121 units apt. 18,000 sf market	Mangrove; CRA
28.	One Civic Center (NEC 1st St. & Broadway)	N/A	A	600,000 sf office 75,000 sf retail 9,000 sf restaurant 6,000 sf day care	Mangrove
29.	First Street North (NWC 1st & Alameda St.)	EIR 88-887-SUB(CUB) (ZV)(VAC)(HEL)(HD)	P	789,500 sf office 316 units apt. 95,000 sf retail 426 room hotel 4,000 sf child care 65,000 sf museum expansion	DN2; Kalfayan
30.	Mangrove Estates (NEC. 1st & Alameda St.)	EIR 90-284-ZC(GPA) (MPR)	P	495,650 sf office 234,900 sf retail 525,977 sf hotel (600 rooms) 15,020 sf recreational 1,200 units condos (1,441,508 sf)	Mangrove
31.	First St. South Plaza (SEC 1st St. & Alameda St.)	EIR 89-0882-MPR (SUB) (ZC)(HD)(VAC)	P	615,866 sf office 75,750 sf retail 626 units condos (729,849 sf) 528 units apt. (446,266 sf) 130,666 sf health club ²	Mangrove; Planning

**TABLE 10
RELATED PROJECTS**

Number	Project Name & Address	Case Number	Status	Description	General Source
32.	Sunshine Pacific Center (1st/Alameda/Central/2nd)	CRA	P	300 units apt. 185,000 sf retail	DN; CRA
33.	California Plaza III Olive Ave. & 4th St.	N/A	P	920,000 sf office 50,000 sf retail 533 units apt.	Mangrove; Benedicto
34.	Park Fifth Partners Project (N/S 5th St bet. Olive & Hill)	CRA	A	700,000 sf office 550,000 sf hotel ³ (733 rooms)	Mangrove; DN; Houk
35.	Los Angeles Center Project - East Tower (Phase 1A) (Beaudry/4th/Bixel/6th)	EIR No. 89-484-CUZ	A	890,200 sf office 23,800 sf retail	LACTR 89-484
36.	Los Angeles Center Project (Beaudry/4th/Bixel/6th)	EIR 91-0214-PA (ST.VAC)(DA)(SUB) (ZV) (CUZ)(CUB)	P	3,999,200 sf office 550,000 sf hotel (733 rooms) 144,000 sf retail	LACTR 91-214
37.	555 W. Sunset Blvd.	MND 91-0115-ZC (GPA)	P	66 units condo 27,500 sf commercial	Planning
38.	1313 Olympic Blvd.	MND 92-0353-PP	P	60,000 sf retail 40,000 sf warehouse 10,000 sf office 5,000 sf child care	Planning

**TABLE 10
RELATED PROJECTS**

Number	Project Name & Address	Case Number	Status	Description	General Source
39.	San Pedro Wholesale Mart 1150 S. San Pedro	MND 92-0258-SUB	A	50,273 sf retail 4,890 sf bank 5,440 sf restaurant 156,447 sf warehouse	Planning
40.	Metropolis (9th/Harbor Fwy./8th/Francisco St.)	CRA	A	600 room hotel 86,000 sf cultural facility 123,000 sf retail 1,509,000 sf office	LADOT; CRA
41.	Macklowe Project (NE blk. 8th & Figueroa)	CRA	P	700 room hotel 110,000 sf conference room	LADOT; CRA; DN; Swanson
42.	Ahmanson Project (NE blk. 8th & Figueroa)	CRA	P	590,000 sf office 50,000 sf retail	LADOT; CRA; DN
43.	Grand Avenue Plaza (SEC 7th & Grand)	CRA	A	1,800,000 sf office 500 room hotel	LADOT; CRA
44.	South Park Hotel 1101 S. Hope St.	CRA	P	300 room hotel 40 units condos (60,000 sf) 12,000 sf retail 63,000 sf showroom space ⁴	LADOT; CRA; DN
45.	Transamerica II & III (Grand/Olive/11th/12th) & (Pico/Olive/Hill/12th)	CRA SCH #93051008	P	100 units apt 1,400,000 sf office 82,000 sf commercial	LADOT; CRA; DN

TABLE 10 RELATED PROJECTS					
Number	Project Name & Address	Case Number	Status	Description	General Source
46.	#1 Grand Promenade - Phase II (Hope/Thaddeus/Grand/3rd)	CRA	A	300 units apt. 20,000 sf office 10,000 sf retail	LADOT; CRA
47.	South Park Plaza (SWC 11th St. & Hope St.)	CRA	P	260 room hotel 40 units condos 78,000 sf retail	LADOT; CRA
48.	Chinatown Marketplace 717 N. Hill St.	88-BS-361	P	152,700 sf office 86,200 sf retail 16,500 sf restaurant 6,500 sf bank	LADOT; LLG
49.	Hill St. bet. Alpine & Ord	EIR 7-83-SUB	P	120 units condos 210,000 sf office	LADOT; LLG
50.	941-973 N. Main St.	86-441	P	240 room hotel 500 seat restaurant	LADOT; LLG
51.	Watt City Center (west of Harbor Fwy. bet. 7th & 8th)	N/A	A	1,693,000 sf office 5,000 sf day care center (minimum of 50 children)	DN; Neighborhood
52.	Spring Street Revitalization Project (3rd/Spring/4th/Broadway area)	CRA & CA State Bldg. Authority	P	373,000 sf office 27,500 sf retail ⁵	DN; CRA

**TABLE 10
RELATED PROJECTS**

Number	Project Name & Address	Case Number	Status	Description	General Source
53.	1010 Development Master Plan (Olympic/Hope/11th/Flower)	CRA	P	368 units apt. 75 units apt. (Senior) 19,000 sf church 7,000 sf day care center ^f	DN; Dano; CRA
OTHER					
54.	County Men's Central Jail Expansion (Vignes & Bauchet)	SCH #88042715 LA County	UC	1,065,000 sf detention facility (2,312 beds)	Mangrove; County
55.	Union Rescue Mission (5th/San Pedro/6th/San Julian)	CRA	UC	210,000 sf (800 beds)	LADOT; CRA; DN
56.	714 Alpine St.	91-0463-CUZ(CU)	P	57,728 sf social hall	Planning; LADOT

**TABLE 10
RELATED PROJECTS**

Number	Project Name & Address	Case Number	Status	Description	General Source
<p>Status Codes: P = Project is in the planning stages; A = Project has been approved for construction; UC = Project is under construction; BU = Project is built and unoccupied.</p> <p>SOURCES:</p>					
1.	Planning			City of Los Angeles Planning Department, Environmental Review Section.	
2.	LADOT			City of Los Angeles Department of Transportation.	
3.	CRA			Community Redevelopment Agency of the City of Los Angeles.	
4.	DN			"Commercial Real Estate," Downtown News (Quarterly Report), Pages 28-32.	
5.	O'Neill			12/13/93 telephone conversation with Allen O'Neill, Project Superintendent, Sumitomo Construction - America.	
6.	LLG			Linscott, Law & Greenspan traffic study prepared for 1620 N. Spring Street project, December 1993.	
7.	Mangrove			Mangrove Environmental Impact Report, EIR 90-0284-ZC(GPA).	
8.	Gateway			Gateway Center EIR, State Clearinghouse Number SCH #92031008.	
9.	B&S			City of Los Angeles Department of Building & Safety.	
10.	LAUSD			Los Angeles Unified School District, Real Estate Branch.	
11.	Stegeman			12/9/93 telephone conversation with Fred Stegeman, President, Stegeman & Kastner.	
12.	DN2			"CAO Gives Nod to First Street North," Downtown News, 11/29/93, Page 6.	
13.	Kalfayan			12/7/93 telephone conversation with Karen Kalfayan, Principal Administrative Analyst for L.A. City Administrative Ofcr.	
14.	Benedicto			12/3/93 telephone conversation with Ada Benedicto, Assistant to Steve Gallagher, Metropolitan Structures.	
15.	Houk			12/13/93 telephone conversation with David Houk, Houk Development, joint partner for Park Fifth Partners.	
16.	LACTR 89-484			Los Angeles Center Phase 1A (East Tower) EIR, EIR 89-484-CUZ.	
17.	LACTR 91-214			Los Angeles Center Stages EIR, EIR 91-0214-PA(ST. VAC)(DA)(SUB)(SV)(CUZ)(CUB).	
18.	Swanson			12/13/93 telephone conversation with Craig Swanson, Macklowe Development.	
19.	Planning			Entitlement Agreement as of 12/14/93, on file with Dan O'Donnell, Community Planning, L.A. City Planning Dept.	
20.	Dano			12/14/93 telephone conversation with Noemi Dano, 1010 Development Corporation.	
21.	County			12/9/93 fax from Michael Hays, Proj. Mgr. for L.A. Cty. Central Men's Jail Expansion, Proj. Mgmt. Div., Cty. of L.A	

**TABLE 10
RELATED PROJECTS**

Number	Project Name & Address	Case Number	Status	Description	General Source
--------	------------------------	-------------	--------	-------------	----------------

NOTES:

- 1 The County EIR reviewed three County parcels - K, Q & W. Disney is developing Parcel K. At present, Parcels Q & W are inactive. Disney's project has been revised and the most current information is listed here. (Source: 12/9/93 telephone conversation with Fred Stegeman, Stegeman & Kastner.)
- 2 The project description for First Street South Plaza reflects the most current design plan, which was revised 9/23/91. (Source EIR No. 89-0882-(MPR)(SUB)(ZC)(HD)(VAC) case file, located in the City of Los Angeles Planning Department, Environmental Review Unit, City Hall, Room 655.)
- 3 The Park Fifth Partners project (aka Pershing Square Center) is allowed between 1,250,000 and 1,310,000 sf of development. (Source: 12/14/93 telephone conversation with David Houk, Houk Development.)
- 4 South Park Hotel Phase I - Asian Pacific Center - is already developed.
- 5 The Spring Street Revitalization project, a plan designed to create State office space in the Downtown area, is also proposed to include approximately 765,000 gross square feet (gsf) of adaptive reuse office space. This space shall consist of ~112,000 gsf from the Washington Bldg (SWC 3rd & Spring); ~147,000 gsf from the Banco Popular Bldg (NEC 4th & Spring); and ~506,000 gsf from Luby Bldg. (SWC 4th & Broadway). Approximately 37,000 gsf of adaptive reuse retail space is also proposed: ~5,400 gsf (Washington Bldg); ~10,300 gsf (Banco Popular Bldg); and ~21,300 gsf Luby Bldg). (Source: 12/14/93 telephone conversation with Dennis Hance, Community Redevelopment Agency.)
- 6 The 1010 Development Master Plan, prepared by the 1010 Development Corp., includes development proposed by the 1010 Development Corp., as well as several other projects on the Flower/Olympic/Hope/11th block. These other projects include the following:
 1. Olympic-Hope (aka LYW) - 90 to 120 housing units (SWC Olympic & Hope).
 2. Flower Street Seniors - 75 senior housing units (Flower St, mid-block bet. Olympic & 11th).
 3. Telacu - 40 housing units which are already built & occupied (Hope St., mid-block bet. Olympic & 11th).
 The Master Plan also proposes an additional 150-200 market-rate housing units on the north-east corner of Flower & 11th Streets. (Source: 12/16/93 telephone conversation with Candida League, Planner, CRA.)

TABLE 11 RELATED PROJECTS SUMMARY BY USE	
TYPE	TOTAL
RESIDENTIAL	
Single Resident Occupancy (SRO) Hotel	163 units (114,100 sf) ¹
Apartments	3,350 units (2,986,120 sf) ¹
Condominiums	2,128 units (2,558,857 sf) ¹
OFFICE	
Office	19,260,173 sf
HOTEL	
Hotel	5,622 rooms (4,292,977 sf) ²
RETAIL	
Retail	2,052,333 sf
COMMERCIAL	
Commercial	266,500 sf
OTHER	
Detention Facility (Jail)	1,065,000 sf (2,312 beds)
School	386,000 sf (4,044 students and 173 rooms)
Rescue Mission (Homeless)	210,000 sf (800 beds)
Warehouse	196,447 sf
Conference Room/Social Hall	167,728 sf
Museum/Cultural Facility	151,000 sf
Health Club/Recreational	145,686 sf
Showroom	63,000 sf
Restaurant	60,440 sf (1,727 seats) ³
Day Care	27,000 sf
Church	19,000 sf
Market	18,000 sf
Bank	11,390 sf
Concert Hall	2,350 seats
Assumptions:	
¹ Residential:	For SRO hotel, 1 unit = 700 sf For apartment, 1 unit = 900 sf For condominium, 1 unit = 1,250 sf
² Hotel:	1 room = 750 sf
³ Restaurant:	1 seat = 35 sf