
II. PROJECT DESCRIPTION

A. INTRODUCTION AND PROJECT SETTING

1. INTRODUCTION

The Applicant, Onni Group, is seeking to develop the mixed-use, residential-commercial project described below (the “Olympic and Hill Project” or “Proposed Project”). Acting as lead agency, the City of Los Angeles Department of City Planning required preparation of this Sustainable Communities Environmental Assessment Initial Study (“SCEA”) to consider the potential project-specific and cumulative environmental impacts of the Olympic and Hill Project.

An Initial Study / Mitigated Negative Declaration (“IS/MND”) was prepared for the Olympic and Hill Project [ENV-2016-4711-MND; CPC-2016-4710-TDR-MCUP-SPR] and published in April 2018. In 2008, the State legislature enacted SB 375, which provides for CEQA streamlining for Transit Priority Projects in the form of CEQA exemptions, sustainable communities environmental assessments, and limited EIRs. Therefore, the City as lead agency could have prepared a SCEA for the Proposed Project instead of the IS/MND. However, the City did not begin processing sustainable communities environmental assessments until recently. In order to provide for a more streamlined CEQA process consistent with SB 375, the City has prepared this SCEA for the Proposed Project. It includes the same substantive environmental analysis as in the IS/MND, and also includes additional discussion demonstrating that the Proposed Project is a Transit Priority Project (“TPP”) that qualifies for such CEQA streamlining under SB 375.

2. PROJECT LOCATION

The Project Site is located in the Central City Community Plan area and is within the boundaries of the South Park District of downtown Los Angeles, as identified by the City’s Downtown Design Guide. The Project Site’s location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure II-1, Project Location Map. The Project Site includes approximately 50,611 square feet of lot area (1.16 acres). The Project Site’s property addresses, Assessor’s Parcel Numbers (APN), land use and lot area are summarized in Table II-1, Summary of the Project Site, below. The Project Site is generally bound by Hill Street to the west; Olympic Boulevard to the north; the Mayan Theater to the south; and two-story commercial retail, a parking lot, and a high-rise commercial building to the east across the adjacent alleyway, Blackstone Court.

**Table II-1
Summary of Project Site**

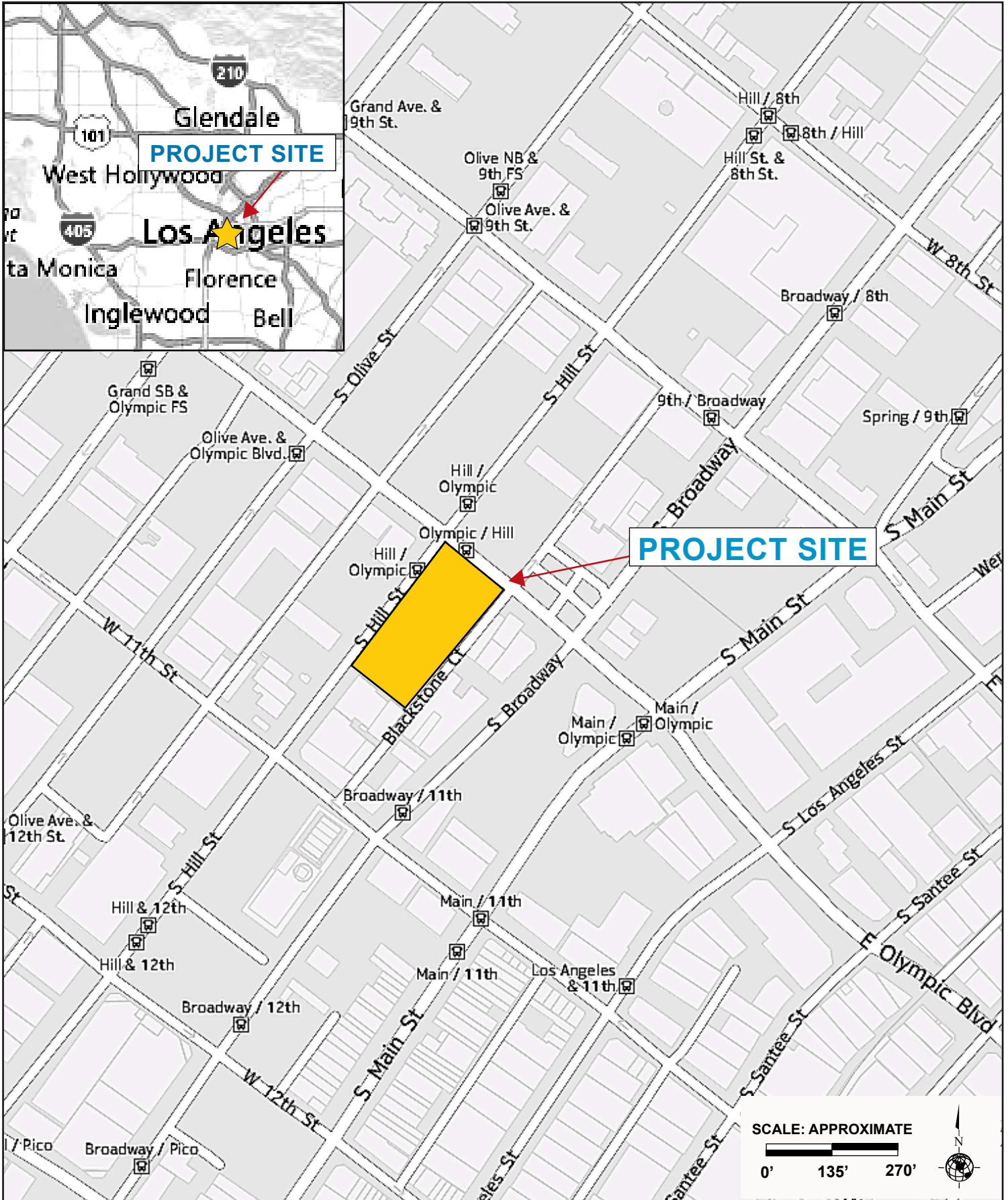
| Address | APN | Existing Land Use | Lot Area (square feet) |
|--------------------------|--------------|---------------------|---------------------------|
| 220 W. Olympic Boulevard | 5139-013-003 | Surface parking lot | 50,611 sf |
| 226 W. Olympic Boulevard | 5139-013-004 | | |
| 1000 S. Hill Street | 5139-013-015 | | |
| 1002 S. Hill Street | | | |
| 1004 S. Hill Street | | | |
| 1006 S. Hill Street | | | |
| 1008 S. Hill Street | | | |
| 1010 S. Hill Street | | | |
| 1012 S. Hill Street | | | |
| 1008 ½ S. Hill Street | | | |
| 1010 ½ S. Hill Street | 5139-013-005 | | |
| 1012 ½ S. Hill Street | | | |
| 1014 S. Hill Street | | | |
| 1016 S. Hill Street | | | |
| 1018 S. Hill Street | 5139-013-006 | | |
| 1016 ½ S. Hill Street | | | |
| 1018 ½ S. Hill Street | 5139-013-017 | | |
| 1022 S. Hill Street | | | |
| 1024 S. Hill Street | 5139-013-018 | | |
| 1026 S. Hill Street | | | |
| 1030 S. Hill Street | | | |
| 1034 S. Hill Street | | | |

Sources:
 -City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: <http://zimas.lacity.org/>, accessed September 2018; and
 -Chris Dikeakos Architectural Corp., January 23, 2018.

3. REGIONAL AND LOCAL ACCESS

Primary vehicular access to the Project Site is provided by the Hollywood Freeway (US-101) approximately 1.5 miles to the east, the Harbor/Pasadena Freeway (I-110/SR-110) approximately ¾ miles west, and the Santa Monica (I-10) Freeway approximately ¾ miles to the south.

Local street access is provided by the grid roadway system surrounding the Project Site. Hill Street, which borders the Project Site to the west, is a two-way street providing two travel lanes in each direction. Hill Street is classified as a Modified Avenue II in the City's Mobility Plan. Between Broadway, located to the east of the site, and Hope Street, located to the west of the site, Olympic Boulevard is designated as a Modified Avenue I. To the east of Broadway, Olympic Boulevard is designated as a Boulevard II. To the west of Hope Street, a portion of Olympic Boulevard is designated as a Modified Avenue I and Avenue I. Parking is permitted on the south side of the street in non-peak periods. Left-turn pockets are present at major intersections. Olympic Boulevard is part of the Vehicle Enhanced Network.



Source: Yahoo Maps, 2017.



Figure II-1
Project Location Map

Public Transit

The Project Site is an infill site within a Transit Priority Area as defined by CEQA.¹ The Project Site is located in Downtown Los Angeles, which is at the hub of the regional transit network in the Los Angeles area. The roadways adjacent to the Project Site are served by several bus lines managed by multiple transit operators that include the Los Angeles County Metropolitan Transportation Authority (“Metro”), LADOT DASH and Commuter Express, Santa Monica Big Blue Bus (“BBB”), and the Foothill Transit Silver Streak. The Project Site is served by two nearby Metro Stations within walking distance: the 7th Street/Metro Center Station is located approximately 0.5 miles northwest of the Project Site; and the Pico/Flower Station is located approximately 0.4 miles west of the Project Site. These stations also provide transfer opportunities to other Metro rail services, Amtrak, Metrolink, and numerous bus routes served by Metro, LADOT, and municipal bus operators. The bus lines within a reasonable walking distance (approximately one-half mile) of the Project include 2, 4, 10, 14, 20, 28, 30, 33, 35, 40, 45, 51, 55, 60, 66, 70, 71, 76, 78, 81, 83, 90, 92, 94, 96, 720, 745, 760, 770, and 794.² Due to its proximity to the bus stops and Metro stations aforementioned, the Project Site is easily accessible and highly connected with the City of Los Angeles and the greater Los Angeles area.

4. ZONING AND LAND USE DESIGNATIONS

The Project Site is currently zoned [Q]R5-4D-O with a General Plan land use designation of “High Density Residential.” Ordinance No. 164,307 established the [Q] condition and “D” limitation on the Project Site. The [Q] condition for Subarea 2645 reads as follows:

The property shall be limited to the following uses:

1. *Residential uses permitted in the R5 Zone.*
2. *Hotels, motels, and apartment hotels.*
3. *Any other use permitted in the C4 Zone, including commercial uses with a floor area ratio of up to 6:1, provided that the development plan is approved pursuant to the following procedure:*
 - A. *The City Planning Commission shall have the authority to approve such development plan if it finds: (i) that the proposed development will be desirable to the public convenience or welfare, and (ii) that the proposed development will be in harmony with the objectives and intent of the Central City Community Plan, and (iii) that the City Planning Commission and the Community Redevelopment Agency Board have determined that the proposed development conforms to the Redevelopment Plan for the Central Business District, and (iv) that the proposed development will not have an adverse impact on existing or planned housing development in the vicinity, and (v) that the proposed development will not reduce the potential for future housing development on any other property planned for housing use in the Central City Community Plan, and (vi) that the proposed development will be in harmony with Grand Hope Park.*
 - B. *The Commission may impose such conditions as it deems necessary with the objectives and intent of the Central City Community Plan and the Redevelopment Plan for the Central Business District.*

¹ City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed March 2017.

² Fehr & Peers, Olympic & Hill Project Draft Transportation Impact Analysis, January 2018. See Appendix H of this SCEA.

- C. *An application to permit such development, together with a complete set of development plans, shall be filed with the Community Redevelopment Agency and the City Planning Commission. The application with the Planning Commission shall be deemed complete when accompanied by determination by the Community Redevelopment Agency Board.* (pages 60-61 of Ordinance No. 164,307).

The “D” for the Project Site reads as follows:

The total floor area contained in all buildings on a lot shall not exceed six (6) times the buildable area of the lot, except for the following: (a) Projects approved under Section 418 (Transfer of Floor Area) of the Redevelopment Plan for the Central Business District Redevelopment Plan; (b) Projects approved under Section 415 (Rehabilitation and/or Remodeling of Existing Buildings) or Section 416 (Replacement of Existing Buildings) of said Redevelopment Plan; (c) Projects for which a density variation of 50,000 square feet or less is granted under Section 437 of said Redevelopment Plan; (d) Projects for which a density variation of more than 50,000 square feet was granted under Section 437 of said Redevelopment Plan prior to the effective date of this ordinance; (e) Projects approved pursuant to any procedure to regulate transfers of floor area as may be adopted by the City Council. The term “floor area” shall mean floor area as defined in Municipal Code Sections 12.21.1-A.5 and 12.21.1-B-4. (page 59 of Ordinance No. 164,307).

The Community Plan Land Use Plan for the Central City Community Plan further states with regards to the “D” limitation, “Corresponds with Height District No. 3-D and 4-D; D limitation to 6:1 FAR, except for transfer of floor area up to 10:1 or 13:1, respectively.” (Footnote 3).

Zones corresponding to the High Density Residential designation includes the R5 zone. The Project Site is located within Height District 4. Height District No. 4 has no building height limit for the underlying zone. However, the “D” Classification limits FAR to a maximum of 6:1 and states that additional FAR may be obtained through Transfer of Floor Area. As noted above, Footnote 3 of the Central City Community Plan permits a maximum 13:1 FAR on the Project Site through Transfer of Floor Area. The density, lot area and setback requirements for the Project Site are superseded by the Greater Downtown Housing Incentive Area (Ordinance 179,076, effective Sept. 2007). The “O” designation indicated that the Project Site is located in an oil-drilling district, specifically the Los Angeles Downtown Oil Field. Figure II-2, Zoning and General Plan Designations, shows the existing zoning and land use designations on the Project Site and in the surrounding area.

The Project Site is located within the Greater Downtown Housing Incentive Area, the Central City Parking Exception area, the Central City Transfer of Floor Area Rights (TFAR) Area, the Downtown Adaptive Reuse Incentive Area, the Downtown Streetcar Project area, and the Enterprise Zone (the Employment and Economic Incentive Program Area). The design of development projects on the Project Site are further guided by the Downtown Design Guide. The Project Site is also designated as a transit priority area per

the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA.³

Central City Community Plan

The Project Site is located within the Central City Community Plan ("Community Plan") area of the City of Los Angeles. The Community Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in the community. By serving to guide development, the Community Plan encourages progress and change within the community to meet anticipated needs and circumstances, promotes balanced growth, builds on economic strengths and opportunities while protecting the physical, economic, and social investments in the community to the extent reasonable and feasible. The Community Plan area contains a substantial amount of commercial development. More specifically, the Project Site is located in the South Park area, which is recognized to be a mixed-use community with a significant concentration of housing. This thriving residential community includes the proximate siting of auxiliary support services such as retail and commercial developments that provide employment opportunities for area residents.⁴

City Center Redevelopment Plan

The Project Site is located within the City Center Redevelopment Project area. The City Center Redevelopment Plan, effective May 15, 2002, is valid until May 15, 2032.⁵ While AB1X-26 dissolved redevelopment agencies as of October 2011, the land use regulations of the City Center Redevelopment Plan remain in effect. Accordingly, the Proposed Project would be reviewed by the Successor Agency to the CRA/LA for compliance with the City Center Redevelopment Plan.

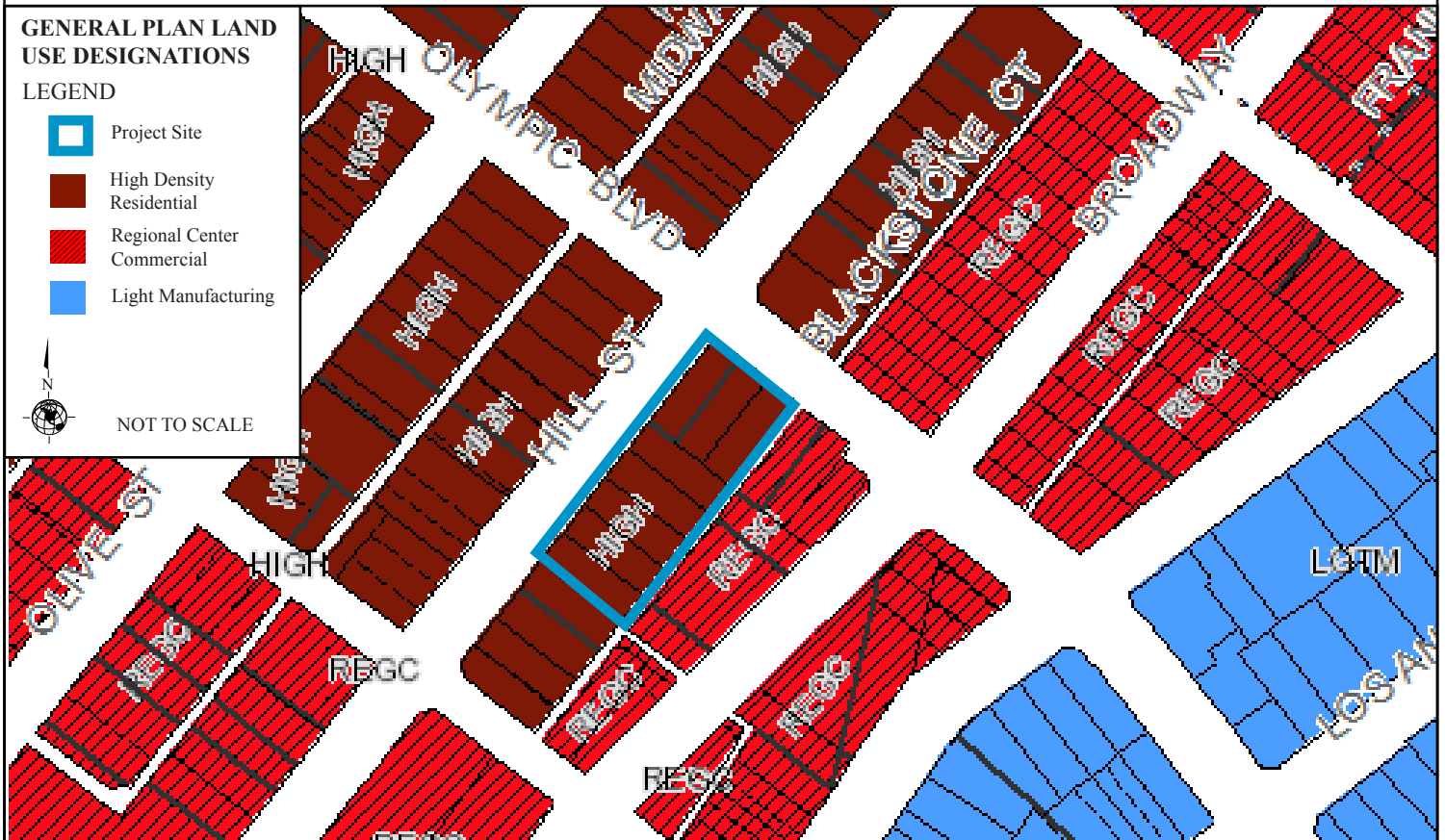
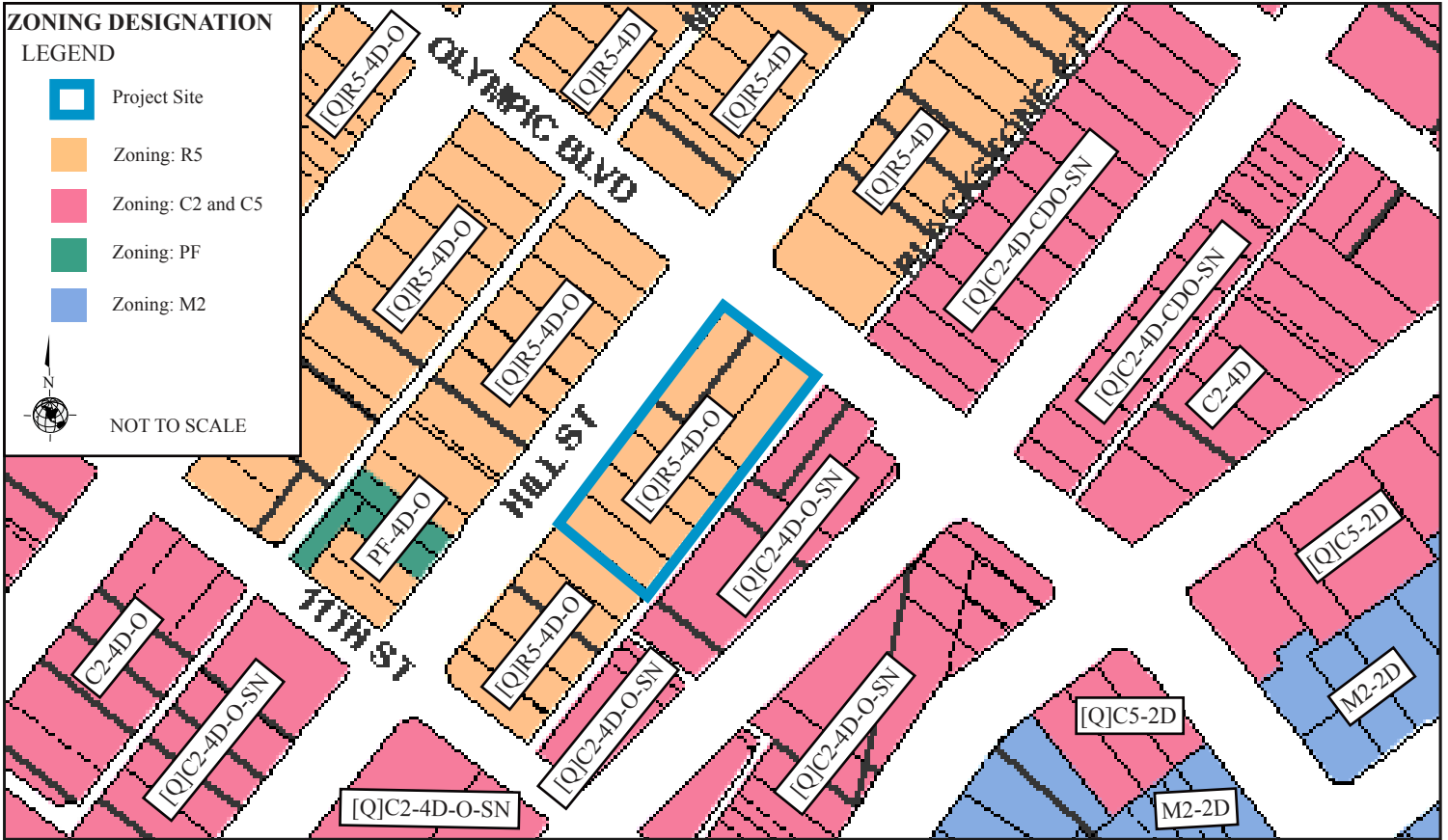
Within the City Center Redevelopment Project Area, the Project Site is located within the Historic Downtown Development area. The Redevelopment Plan's objective for the Historic Downtown Development area is to achieve a mixed-use residential, commercial, office, cultural, recreation, entertainment and institutional area primarily through the adaptive re-use of the large stock of structures of architectural and historic merit.⁶ The City Center Redevelopment Plan restricts development on the Project Site to an allowable floor area ratio (FAR) of 6 times the buildable area of the site unless a TFAR Request is approved, in which case the maximum FAR is 13 times the buildable area of the Project Site.

³ *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: <http://zimas.lacity.org/>, accessed March 2017.*

⁴ *City of Los Angeles, Central City Community Plan, website: <http://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>, accessed March 2017.*

⁵ *City of Los Angeles Community Redevelopment Agency – Los Angeles, City Center, website: http://www.crala.net/internet-site/Projects/City_Center/index.cfm, accessed March 2017.*

⁶ *City of Los Angeles Community Redevelopment Agency, Redevelopment Plan for the City Center Redevelopment Project, 2002.*



Source: ZIMAS, City of Los Angeles, Department of City Planning, 2017.

5. EXISTING CONDITIONS

Figure II-3, Aerial Photograph of the Project Site, shows an aerial view of the Project Site and identifies the location points for the site photographs and surrounding land use photographs shown in Figure II-4, Photographs of the Project Site, and Figure II-5, Photographs of the Surrounding Land Uses, respectively. The Project Site is currently improved with a surface parking lot as seen in Figure II-4, Photographs of the Project Site - Views 1 through 6, below. Vehicular access to the surface parking lot is currently provided by two ingress/egress driveways: one along Hill Street and one along Olympic Boulevard. An addition entrance-only driveway is located along Hill Street. The Project Site does not contain any native vegetation or locally protected tree species. There are five street trees on the public right-of-way on the east side of Hill Street (Canary Island pine) and two street trees on the public right-of-way on the south side of Olympic Boulevard (Southern Magnolia), adjacent to the Project Site.

6. UTILITIES

Water

The Los Angeles Department of Water and Power (LADWP) provides potable water to the Project Site. There is currently a 24-inch water main along the south side of Olympic Boulevard. DWP fire hydrants in close proximity to the Project Site include: 1) one on the southeast corner of Olympic Boulevard and Hill Street, connecting to the water main on Olympic Boulevard, with a 6-inch gate valve and 6-inch lateral; 2) one diagonal from the Project Site on the northwest corner of Olympic Boulevard and Hill Street, which also connects to the water main on Olympic Boulevard, with a 6-inch gate valve and 6-inch lateral; and 3) one located west of the Project Site, across from Hill Street, connecting to the water main on Olympic Boulevard, with a 6-inch gate valve and 6-inch lateral.

Wastewater

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Water Reclamation Plant (HWRP). Local infrastructure exists to serve the Project Site. Facilities serving the Project Site include City-owned sewer mains within the rights-of-way of two of the Project Site's street frontages, including: a 24-inch vitrified clay pipe (VCP) sewer main along Hill Street; and an 8-inch VCP sewer main along Olympic Boulevard. The Project Area is presently served by a network of sewer lines that are located beneath most of the major streets that convey sewage flows from the Project Area to the HWRP.

Solid Waste

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City.

7. SURROUNDING LAND USES

As shown in Figure II-2, the Project Site is bordered by properties within the R5 and C2 zones. The properties to the north, south and west of the Project Site are designated for High Density Residential land uses, while the surrounding properties to the east are designated for Regional Center Commercial land uses. The properties surrounding the Project Site include commercial/retail, offices, mixed-use with residential buildings and parking lots. Photographs of the land uses immediately surrounding the Project Site are provided in Figure II-5, Photographs of the Surrounding Land Uses.

East: The Project Site is bordered by Blackstone Court, an abutting alleyway to the east. One- to two-story warehouse buildings are located across Blackstone Court, located at 210-216 W. Olympic Boulevard. Further east are single-story commercial and retail stores, located at 1001 – 1011 S. Broadway. A public surface parking lot is also located east of the Project Site at 1019 S. Broadway. A 12-story office building is located south of the surface parking lot at 1023 S. Broadway. Properties to the east of the Project Site are zoned C2-4D-O-SN and have a land use designation of Regional Center Commercial. These properties are located within the Los Angeles Downtown Oil Field and within the Historic Broadway Sign Supplemental Use District. See Figure II-5, View 7.

Northeast: The Broadway Theater and Entertainment Historic District is located northeast of the Project Site across from Olympic Boulevard, east of the alleyway. A surface parking lot is located at the northwest corner of Olympic Boulevard and Broadway. Located north of the surface parking lot is the Western Costume Building, a vacant high-rise building with retail and office space, and the United Artists Theater Building, formerly known as the Ace Hotel, high-rise mixed-use hotel and commercial building. Properties to the northeast are zoned [Q]C2-4D-CDO-SN with a General Plan land use designation of Regional Center Commercial. These properties are located within the Broadway Community Design Overlay zone and within the Historic Broadway Sign Supplemental Use District. See Figure II-5, View 8.

West: Hill Street immediately borders the Project Site to the west. Land uses to the west of the Project Site, across Hill Street, include single-story commercial/retail stores on the southwest corner of Hill Street and Olympic Boulevard. A surface parking lot is located south of these commercial/retail stores, across from the Project Site. A Transportation Communication Union/International Association of Machinists and Aerospace Workers (TCU/IAM) job corps center is located south of the surface parking lot at 1031 S. Hill Street. More surface parking and low-rise commercial/retail stores are located further south along Hill Street. Properties to the west are zone [Q]R5-4D-O with a General Plan land use designation of High Density Residential. See Figure II-5, Views 9.

North: Olympic Boulevard borders the Project Site to the immediate north. A single-story commercial building with rooftop and surface parking is located north of the Project Site across from Olympic Boulevard. A 20-story mixed-use residential and retail development is proposed for this site (Case No. ENV-2015-91-MND). Further north of this property is a vacant 4-story building that fronts Hill Street which is observed to be under construction or renovation. A 7-story mixed-use commercial and multi-family residential building is located northwest of the Project Site on the northwest corner of Hill Street and Olympic Boulevard (Hanover South Park). Properties to the north and northwest are zoned [Q]R5-4D and have a land use designation of High Density Residential. See Figure II-5, Views 10 and 11.

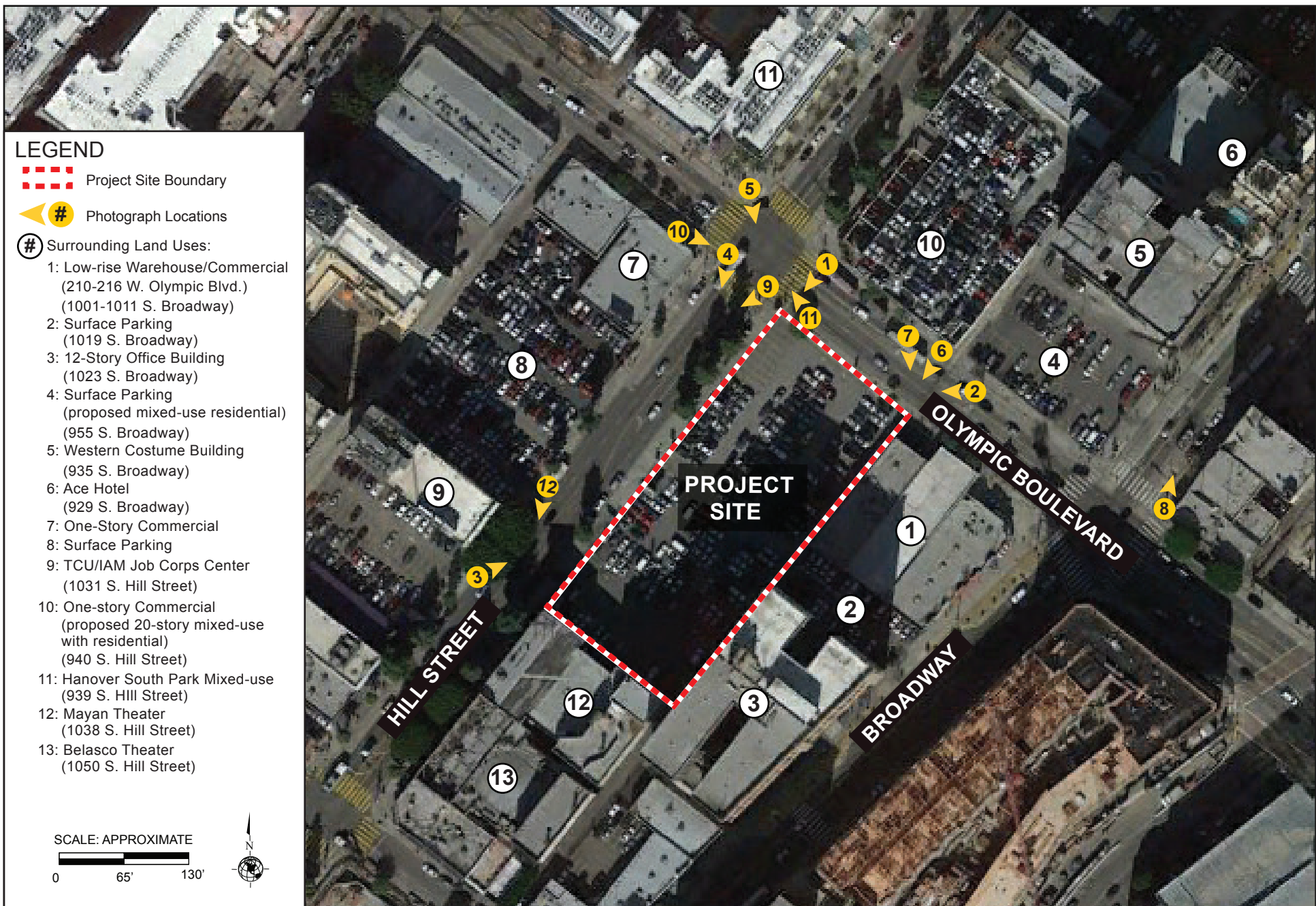
South: To the immediate south of the Project Site is The Mayan Theater. This property was a former theater and is currently utilized as a nightclub. The property further south is the Belasco Theater, which also hosts concerts and other entertainment, and is utilized for a place of worship. These two properties are designated as Los Angeles Historic-Cultural Monuments. These properties are zoned [Q]R5-4D-O with a General Plan land use designation of Regional Center Commercial. See Figure II-5, View 12.

TRANSIT PRIORITY AREA

In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Public Resources Code Section 21099 defines a “transit priority area” as an area within one-half mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” Public Resources Code Section 21064.3 defines “Major Transit Stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” Public Resources Code Section 21061.3 defines an “Infill Site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The Project Site is an infill site within a Transit Priority Area as defined by CEQA.⁷ The Project Site is served by two nearby Metro Stations within a half-mile: the 7th Street/Metro Center Station, located approximately 0.5 miles northwest of the Project Site; and the Pico Station, located approximately 0.4 miles west of the Project Site. The Project Study Area is also served by bus lines operated by the Metro, LADOT Downtown Area Shuttle (DASH), Commuter Express (CE), Foothill Transit, Orange County Transportation Authority (OCTA), Santa Monica Big Blue Bus, Gardena Municipal Bus Lines, and Montebello Bus Lines. The Project Site is also situated within easy walking distance to retail, restaurants, entertainment, and other commercial businesses located in the Downtown area and in particular along the Broadway corridor.

⁷ *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed March 2017.*



Source: Google Earth, Aerial View, 2016



View 1: From the north side of Olympic Boulevard looking south at the Project Site.



View 2: From the north side of Olympic Boulevard looking east at the north portion of the Project Site.



View 3: From the west side of Hill Street looking northeast at the west portion of the Project Site.



View 4: From the southwest corner of Hill Street and Olympic Boulevard looking south at the Project Site.



View 5: From the northwest corner of Hill Street and Olympic Boulevard looking south at the Project Site.



View 6: From the north side of Olympic Boulevard looking south at the eastern portion of the Project Site and adjacent alleyway.

Sources: Parker Environmental Consultants, 2017.



Figure II-4
Photographs of the Project Site
Views 1-6



View 7: From the north side of Olympic Boulevard looking south at the properties east of the Project Site.



View 8: From the northeast corner of Broadway and Olympic Boulevard looking north at the properties northeast of the Project Site.



View 9: From the south side of Hill Street looking southwest at the properties west of the Project Site.



View 10: From the southwest corner of Hill Street and Olympic Boulevard looking east at the properties north of the Project Site.



View 11: From the southeast corner of Hill Street and Olympic Boulevard looking west at the properties northwest of the Project Site.



View 12: From the west side of Hill Street looking south at the properties south of the Project Site.

Source: Parker Environmental Consultants, 2017.



Figure II-5
Photographs of the Surrounding Land Uses
Views 7-12

II. PROJECT DESCRIPTION

B. PROJECT CHARACTERISTICS

1. PROPOSED DEVELOPMENT

The Proposed Project includes the demolition of the surface parking lot and the construction, use, and maintenance of a 60-story mixed-use building with a maximum of 700 residential dwelling units and up to 15,000 square feet of ground floor commercial space (including approximately 7,000 square feet of retail space and 8,000 square feet of restaurant space). The Project includes seven levels of subterranean parking, four partial levels of above-grade parking architecturally screened and/or wrapped with residential units on street facing facades, ground-floor commercial space, a 5th floor amenity deck having glass railings, and 55 levels of residential dwelling units above the parking levels and podium level. The building would be a maximum height of approximately 760 feet above grade at its highest point. A summary of the Proposed Project is provided in Table II-2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure II-6, Site Plan.

**Table II-2
Proposed Development Program**

| Land Uses | Proposed Dwelling Units Mix | Proposed Floor Area (Square Feet) |
|---|-----------------------------|-----------------------------------|
| Proposed Project: | | |
| Residential | | |
| Studio | 140 | 642,943 sf ^a |
| 1-Bedroom + Den | 352 | |
| 2-Bedroom | 177 | |
| 2-Bedroom + Den | 26 | |
| Sub-Penthouse | 4 | |
| Penthouse | 1 | |
| Subtotal Residential | 700 | |
| Ground Floor Commercial | | |
| Retail | -- | 7,000 sf |
| Restaurant | -- | 8,000 sf |
| Subtotal Commercial | -- | 15,000 sf |
| TOTAL FLOOR AREA | | 657,943 sf |
| <small>^a Includes amenity space and common circulation areas. Source: Chris Dikeakos Architectural Corp, January 23, 2018.</small> | | |

Residential Uses

As shown in Table II-2, above, the Proposed Project would include a maximum of 700 residential units with approximately 642,943 square feet of residential floor area (including circulation and amenity areas). The unit mix includes 140 studios, 352 one-bedroom plus den units, 177 two-bedroom units, 26 two-bedroom plus den units, 4 sub-penthouse units, and 1 penthouse unit. The dwelling units would be located on Level 3 and 4 wrapped around the interior parking spaces and on Levels 6 through Level 60. No

residential units would be located on the amenity level (Level 5). The 55-story residential tower would be located above the amenity deck. Figure II-8, Level 3 to 4 Floor Plans, shows the locations of the residential units in the podium relative to the parking areas.

The building would include a residential lobby located on the ground floor along Olympic Boulevard providing access to residents and visitors. Additional residential amenity space would be located on the 5th floor (podium level). Private open space would also be provided on private balconies.

Commercial Uses

The Proposed Project would include approximately 15,000 square feet neighborhood-serving ground-floor commercial space (including approximately 7,000 square feet of retail space and 8,000 square feet of restaurant space) located along the ground floor fronting Hill Street and Olympic Boulevard. The locations of the commercial/retail spaces are illustrated in Figure II-7, Level 1 Floor Plan.

2. FLOOR AREA, DENSITY, BUILDING HEIGHT, AND SETBACKS

The Project Site includes approximately 50,611 square feet of gross lot area. The Redevelopment Plan and 'D' limitation limit the total floor area of the Site to a ratio of 6:1 or approximately 303,666 square feet based on lot area. Per the Community Plan, Redevelopment Plan and the Transfer of Floor Area Rights (TFAR), development of the Project Site is allowed to a maximum FAR of 13:1, resulting in an allowable floor area potential of 657,943 square feet. The Proposed Project would provide approximately 657,943 square feet of floor area for an approximate 13:1 FAR. Pursuant to LAMC Section 14.5.6.B, the Applicant is seeking a Transfer of Floor Area Rights (TFAR) for greater than 50,000 square feet of floor area for the transfer of 354,277 square feet of floor area.

Pursuant to 12.22 C.3, Incentives to Produce Housing in the Greater Downtown Housing Incentive Area, residential density on the Project Site is not limited by the lot area of the R5 Zone. The Project proposes a maximum of 700 dwelling units.

There is no height limit for development on the Project Site. However, the FAR is limited to a maximum of 13:1. The proposed 60-story building has multiple elevations and step-backs. The building is planned for a maximum roof height of approximately 760 feet above grade, as defined in LAMC Section 12.03. Refer to Figure II-10 for the north and east elevations and Figure II-11 for the south and west elevations of the proposed building. The Proposed Project's building sections are detailed in Figure II-12, Building Sections.

Per the Greater Downtown Housing Incentive Area, LAMC Section 12.22 C.3(a), no yard requirements apply to lots in the R5 Zone that are located in the Greater Downtown Housing Incentive Area, except as required by the Downtown Design Guide (DDG). The Downtown Design Guidelines encourages variations in setbacks along street frontages. The Project Site is located on the southeast corner of Olympic Boulevard and Hill Street. Olympic Boulevard is classified as a "Retail Street," as defined in Figure 3-1 of the Downtown Design Guide. The building would have a 0-foot setback along Hill Street, a 2-foot dedication along Blackstone Court, and a 21-foot dedication with an 8-foot sidewalk easement along Olympic Boulevard pursuant to the Downtown Design Guidelines. Aside from the dedications and sidewalk easements as noted, no additional setbacks are proposed.

3. ARCHITECTURAL FEATURES

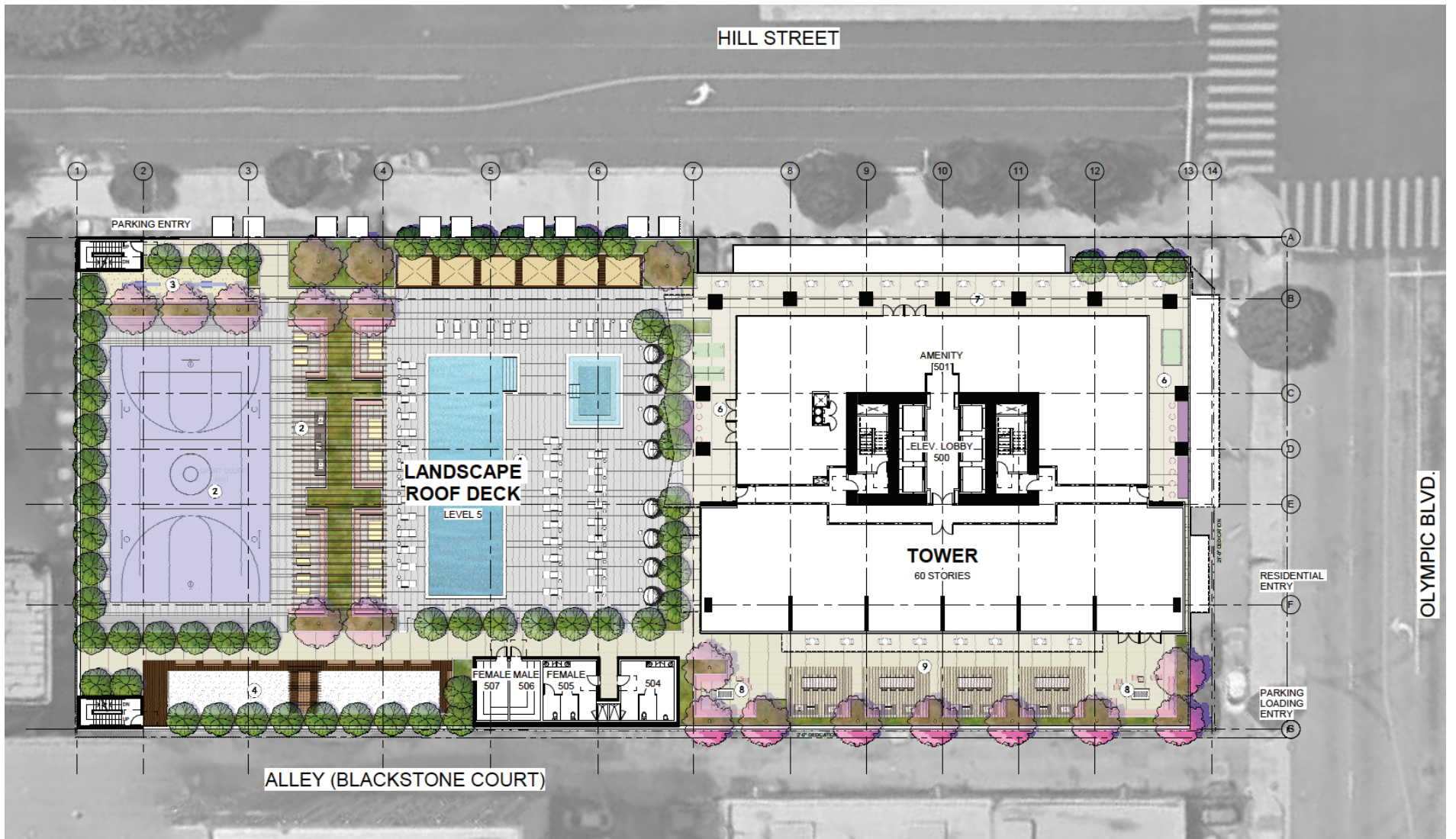
Exterior building materials include glass, concrete, pre-finished metal panels, stone, and decorative steel elements – all to create a contemporary architectural expression that will set the trend for other developments in the neighborhood. Illustrations depicting the scale and massing of the proposed structure is depicted in Figure II-13, Architectural Renderings.

4. OPEN SPACE AND LANDSCAPING

The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table II-3, Summary of Required and Proposed Open Space Areas, below. The Proposed Project would be required to provide 85,550 square feet of open space. The Project Site would provide 86,976 square feet of open space throughout the ground-floor lobby area, Level 5 landscaped deck and amenity area, and in private residential balconies. See Figure II-9 – Level 5 Floor Plan (Amenity Deck). The Proposed Project would also provide one tree per every four units for a total of 175 required trees on-site. The Project proposes to plant 184 trees on-site in accordance with LAMC. There are a total of seven existing street trees in the public right-of-way adjacent to the property along Hill Street and Olympic Boulevard, which would be removed during construction. The removal and replacement of any trees within the public right-of-way would require consultation with the City of Los Angeles Division of Urban Forestry and approval by the Board of Public Works. Illustrations depicting the conceptual landscape plan is shown in Figure II-14 and Figure II-15.

**Table II-3
Summary of Required and Proposed Open Space Areas**

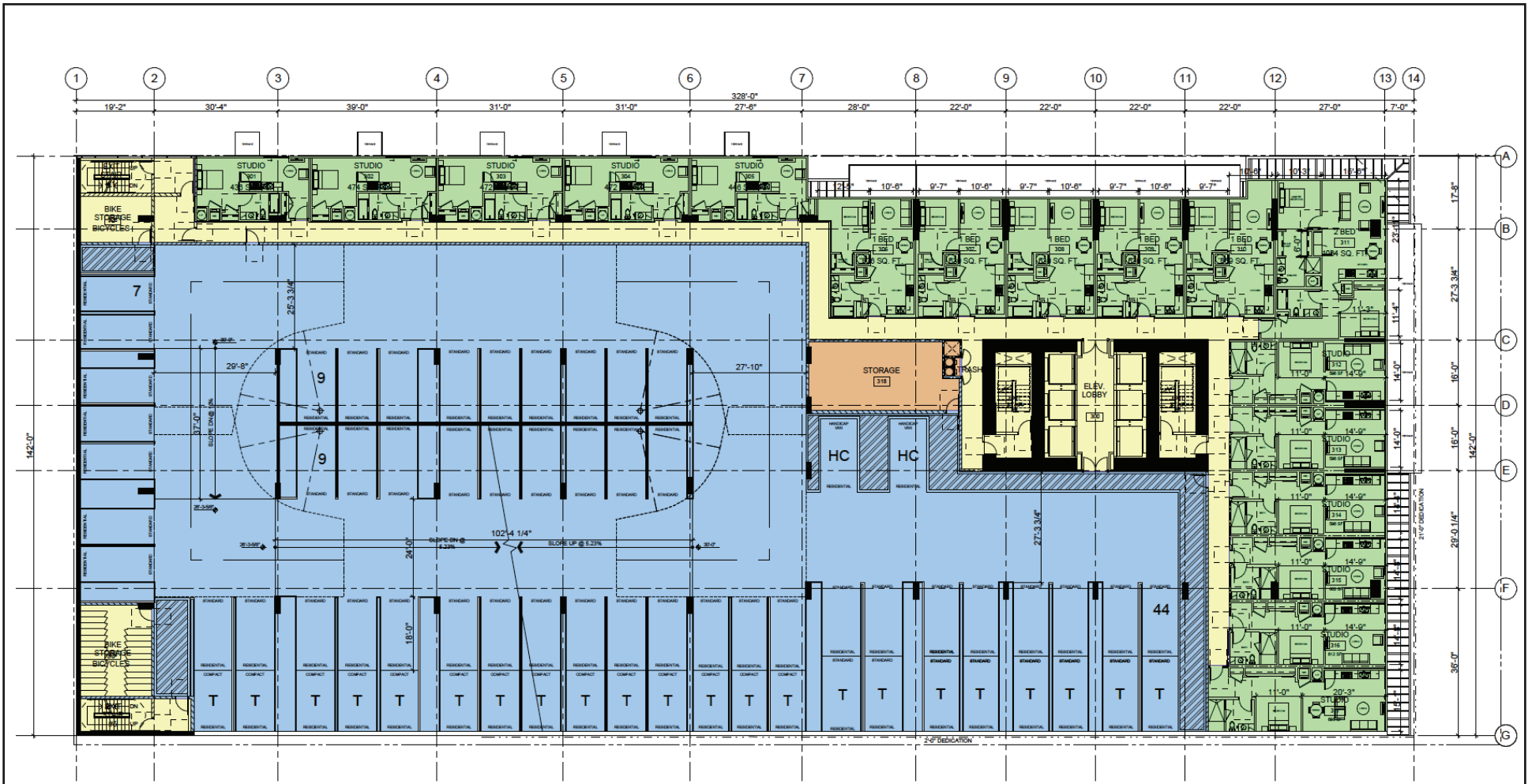
| LAMC Open Space Requirements | Dwelling Units | Required Open Space (square feet) |
|---|--|--|
| Less than 3 Habitable Rooms (100 sf/du) ^a | 140 | 14,000 |
| 3 Habitable Rooms (125 sf/du) ^b | 529 | 66,125 |
| More than 3 Habitable Rooms (175 sf/du) ^c | 31 | 5,425 |
| TOTAL: | 700 | 85,550 |
| Proposed Open Space Area | Proposed Open Space (square feet) | |
| Level 1 – Lobby Lounge | 2,295 | |
| Level 5 – Landscaped Roof Deck | 34,253 | |
| Level 5 & 5M – Amenity Area | 15,428 | |
| Private Residential Balconies | 35,000 | |
| TOTAL: | 86,976 square feet | |
| <i>Notes: du = dwelling unit; sq = square feet</i> ^a Includes studio units. ^b Includes 1-bedroom plus den units and 2-bedroom units. ^c Includes 2-bedroom plus den units, sub-penthouse units, and the penthouse unit. Source: Chris Dikeakos Architectural Corp., January 23, 2018. | | |



Source: Chris Dikeakos Architectural Corp. January 23, 2018.



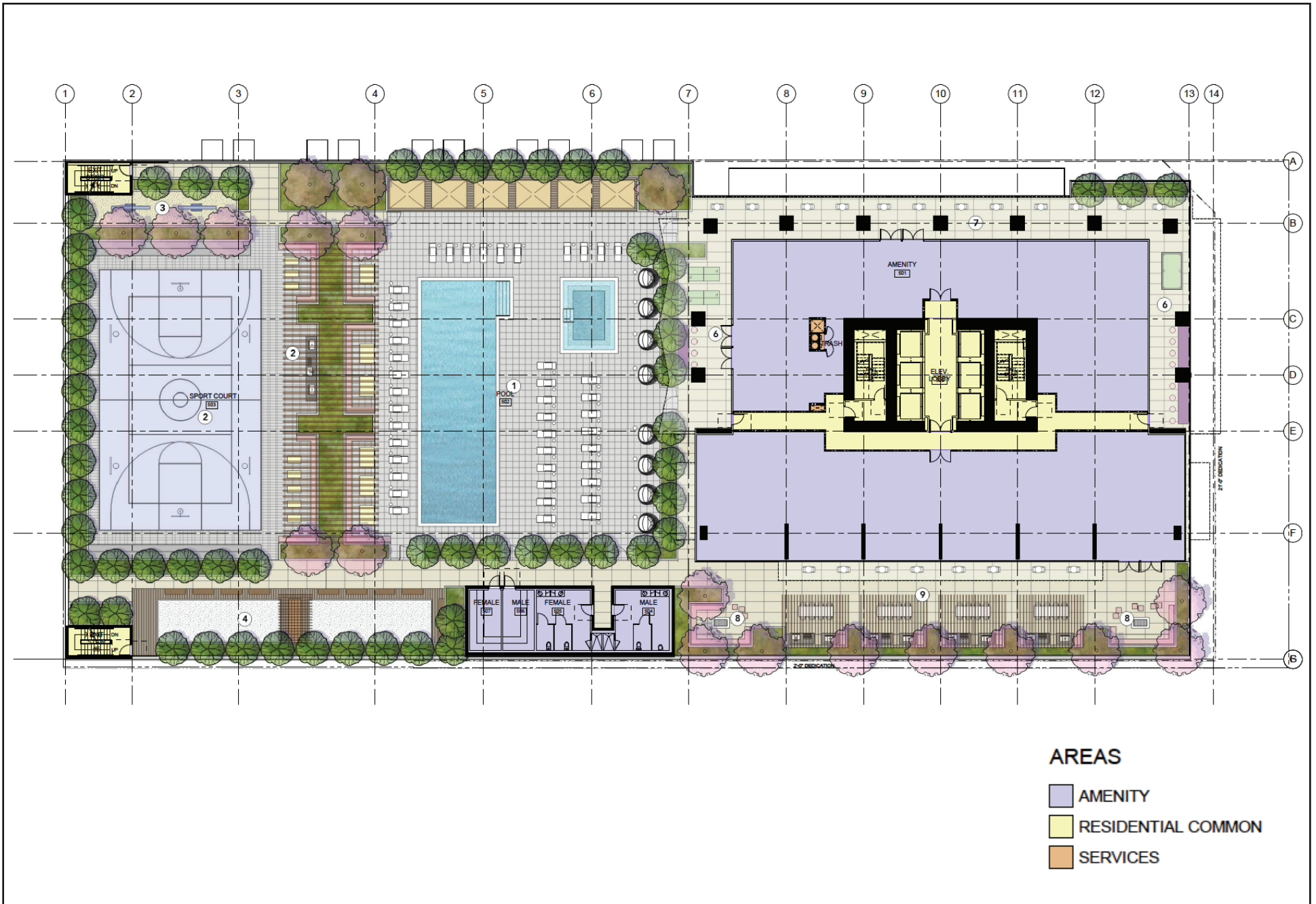
Source: Chris Dikeakos Architectural Corp. January 23, 2018.



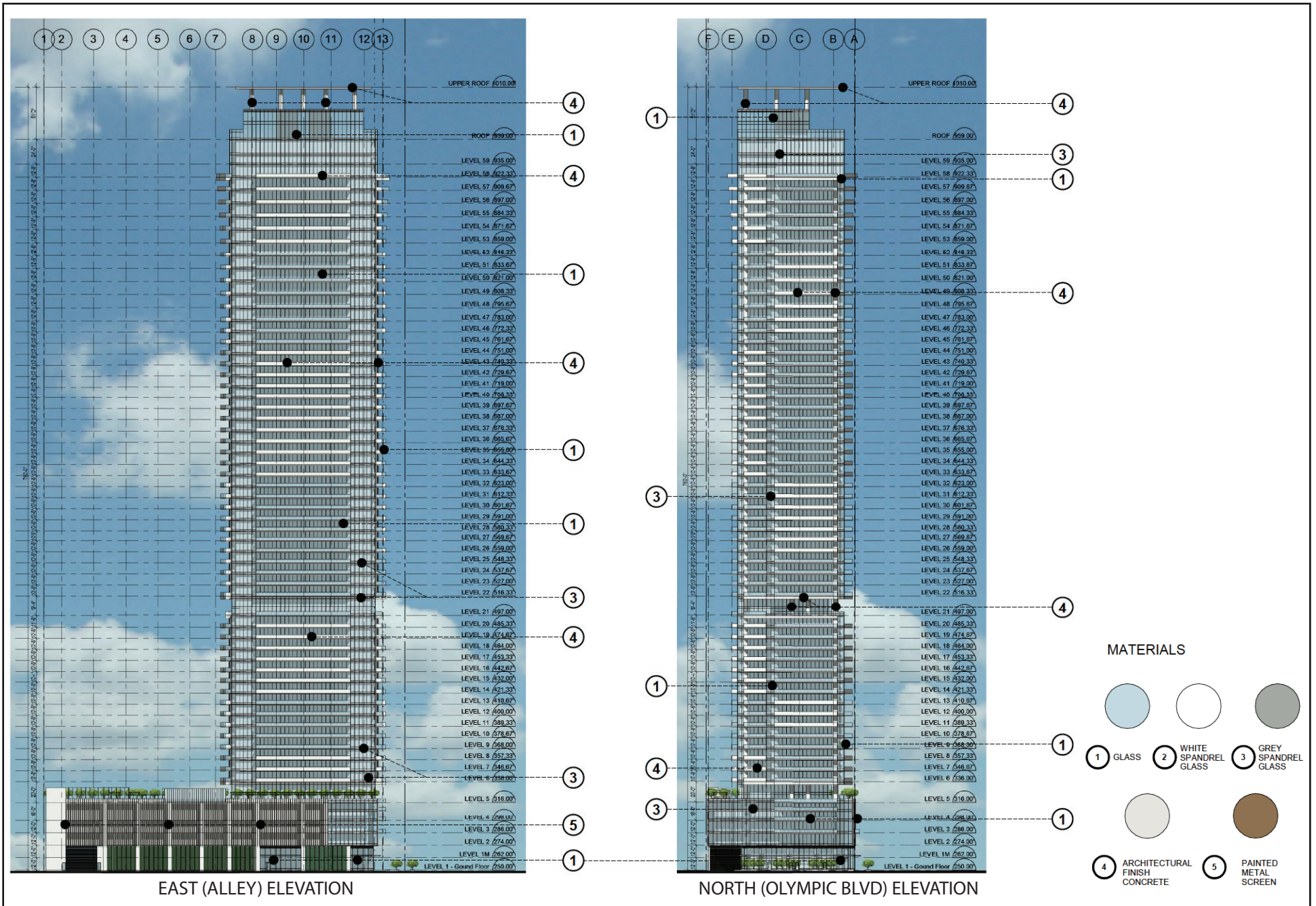
AREAS

- RESIDENTIAL
- RESIDENTIAL COMMON
- RESIDENTIAL PARKING
- SERVICES

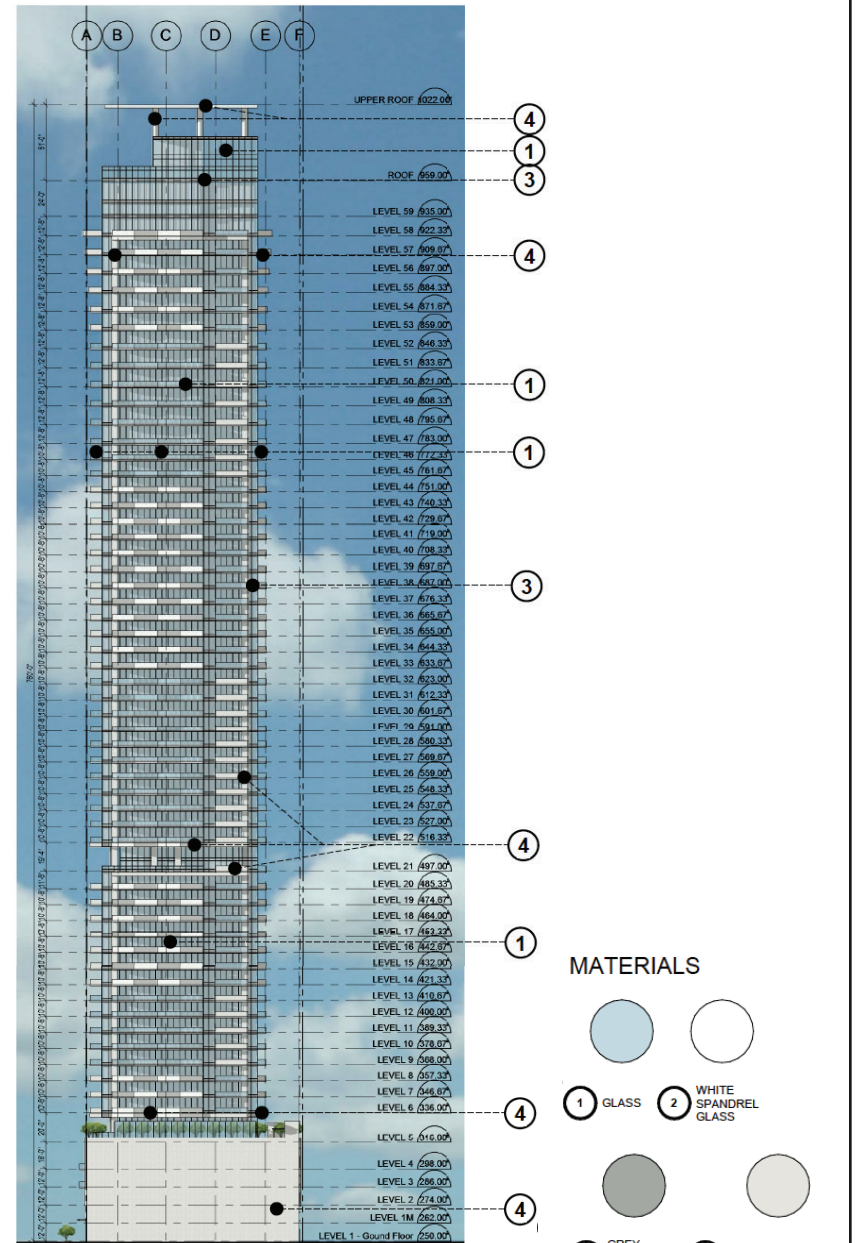
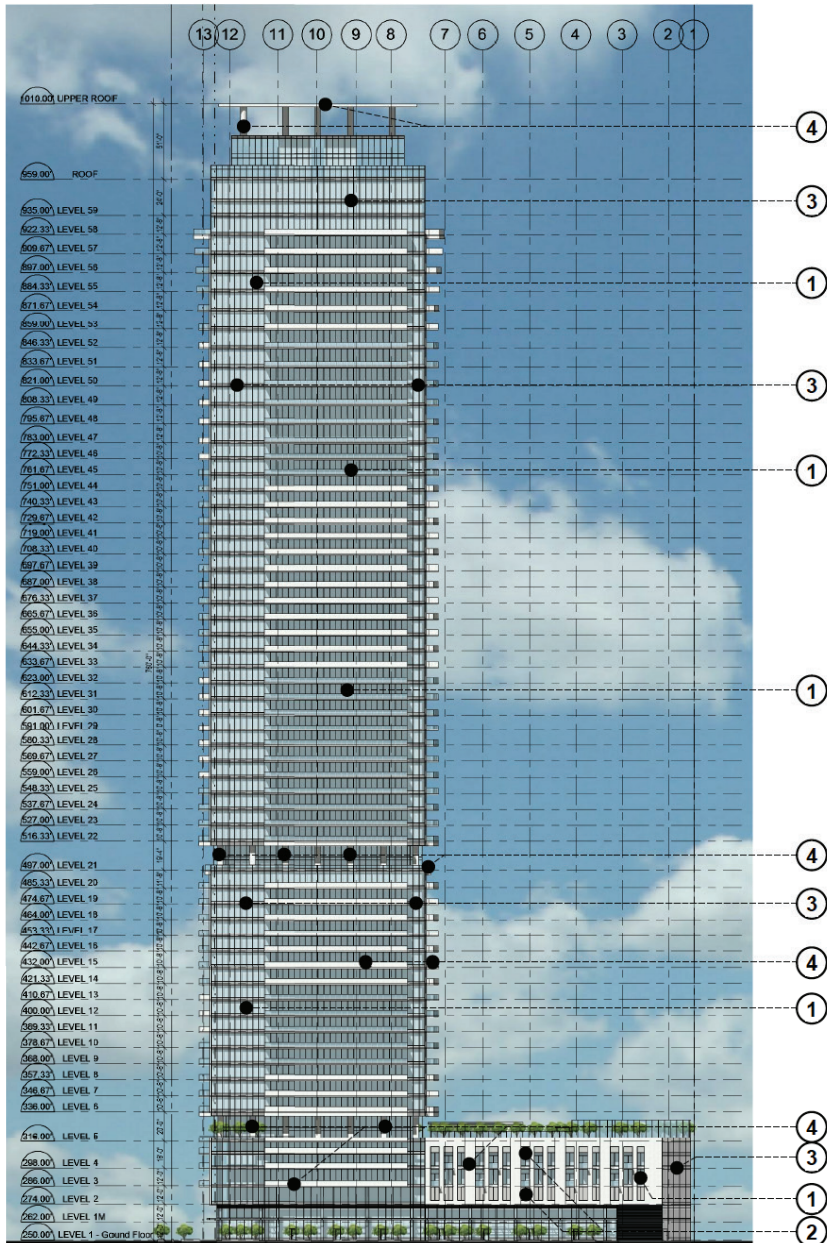
Source: Chris Dikeakos Architectural Corp. January 23, 2018.



Source: Chris Dikeakos Architectural Corp. January 23, 2018.



Source: Chris Dikeakos Architectural Corp. January 23, 2018.

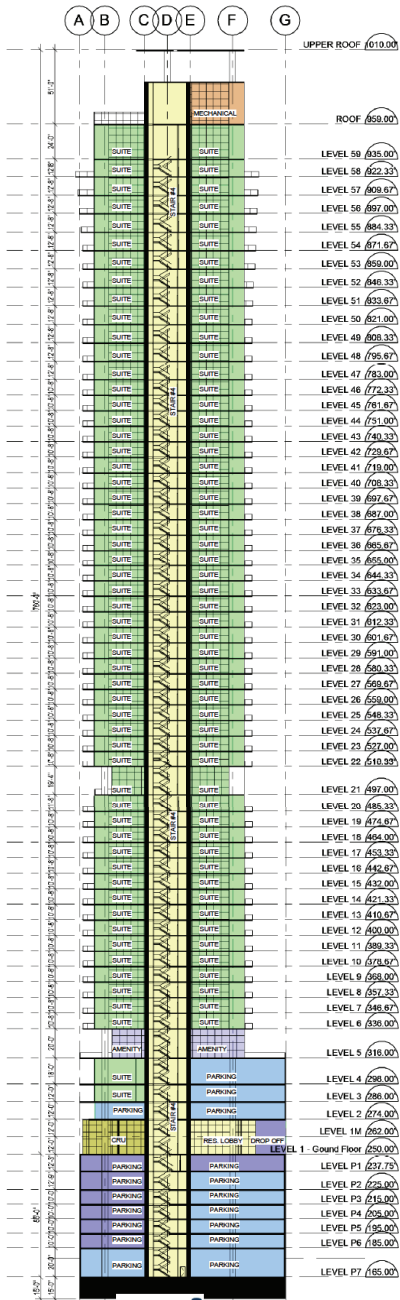


MATERIALS

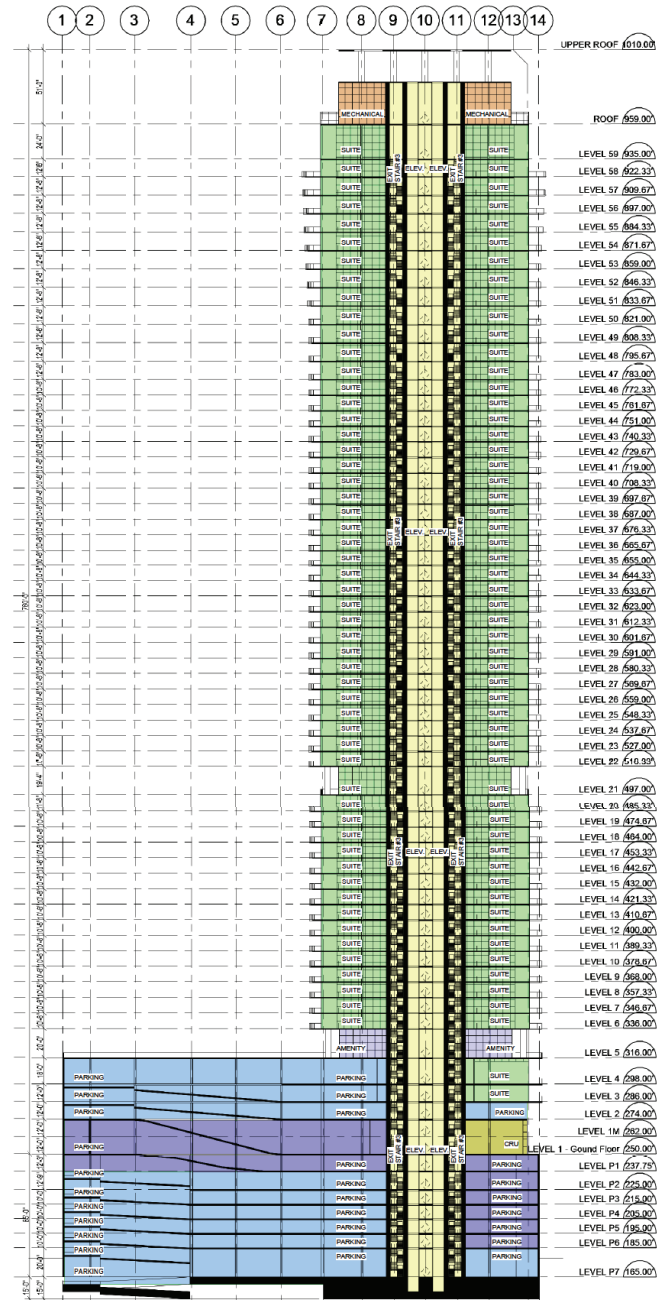
- ① GLASS
- ② WHITE SPANDREL GLASS
- ③ GREY SPANDREL GLASS
- ④ ARCHITECTURAL FINISH CONCRETE

Source: Chris Dikeakos Architectural Corp. January 23, 2018.

Figure II-11
South and West Elevations



WEST-EAST
BUILDING SECTION



NORTH-SOUTH
BUILDING SECTION

Source: Chris Dikeakos Architectural Corp. January 23, 2018.



VIEW FROM OLYMPIC BOULEVARD

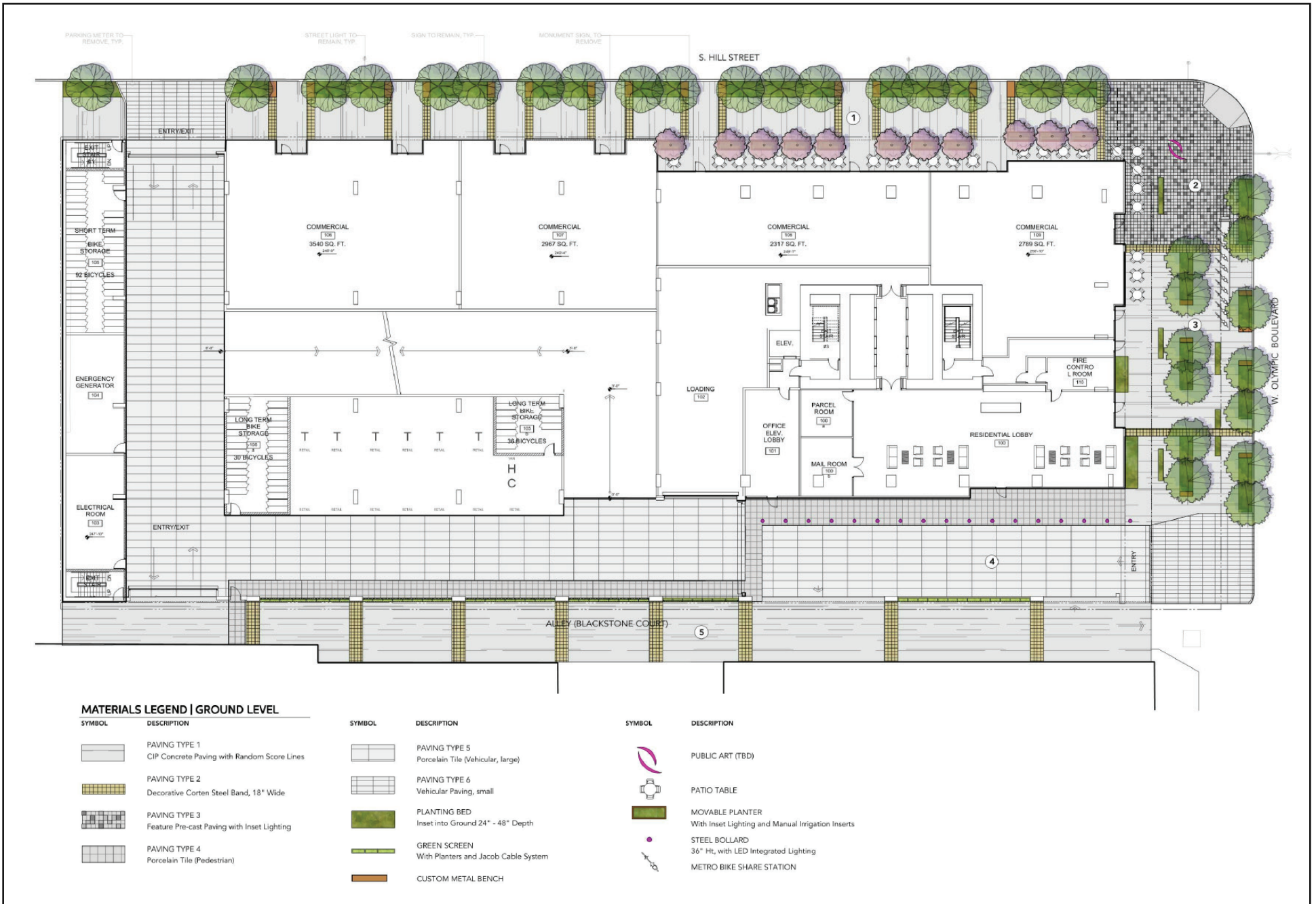


VIEW FROM HILL STREET

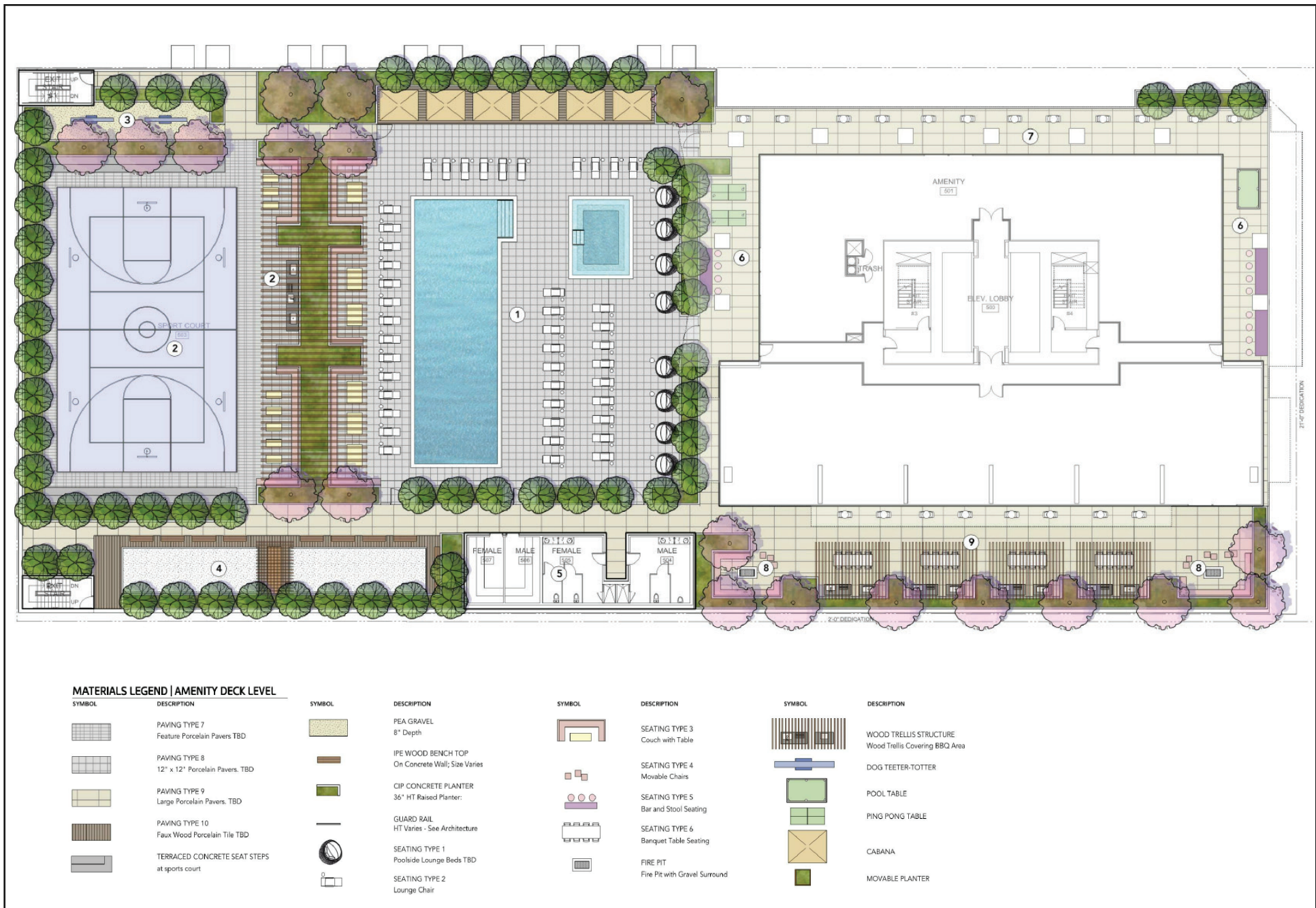


OVERALL PERSPECTIVE

Source: Chris Dikeakos Architectural Corp. January 23, 2018.



Source: Enns Gauthier Landscape Architects, January 23, 2018.



Source: Enns Gauthier Landscape Architects, January 23, 2018.

5. SUSTAINABILITY AND ENERGY CONSERVATION FEATURES

The Proposed Project would comply with the 2016 California Green Building Standards, the City of Los Angeles Green Building Code, including requirements for at least five percent of all parking spaces on-site shall include electric vehicle (EV) charging stations.

6. PARKING AND ACCESS

Parking for the proposed retail and residential uses on-site will be provided in the seven levels of subterranean parking, on the ground level, and levels one through four above grade. Vehicular access to the Project Site would be provided via one driveway on Hill Street at the southern end of the Project Site and one driveway along Blackstone Court (alley). A valet drop off service would also be located along Blackstone Court on the northeast portion of the Project Site. The parking areas are depicted in Figure II-12, Building Sections and Figure II-13, Architectural Renderings, Podium Level.

Vehicle Parking

The Project Site is located within the Central City Parking Exception area (LAMC Section 12.21 A 4 (p)), which permits one (1) space for each dwelling unit, except where there are more than six (6) dwelling units of more than three (3) habitable rooms per unit on any lot, the ratio of parking spaces required for all of such units shall be at least one and one-quarter (1¼) parking spaces for each dwelling unit of more than three (3) habitable rooms. The Project Site is also located in the Downtown Parking District, which establishes parking for certain non-residential uses. Pursuant to the Downtown Parking District, one (1) parking space is required per 1,000 square feet of commercial uses. Table II-4, Summary of Required and Proposed Vehicle Parking Spaces, provides a summary of the LAMC parking requirements and amount of parking proposed for the residential and commercial uses.

**Table II-4
Summary of Required and Proposed Vehicle Parking Spaces**

| Description | Quantity | Parking Required | | Parking Provided |
|--|---------------|-----------------------------|--------------|------------------|
| | | Rate | Spaces | |
| Residential | | | | |
| Units with 3 or less Habitable Rooms | 140 | 1 per du ^a | 140 | 140 |
| Units with more than 3 Habitable Rooms | 560 | 1.25 per du ^a | 700 | 700 |
| <i>Subtotal Residential</i> | 700 du | | 840 | 840 |
| Commercial | | | | |
| Retail/Restaurant | 15,000 sf | 1 per 1,000 sf ^b | 15 | 15 |
| Parking Provided for Adjacent Property ^c | | | 220 | 220 |
| TOTAL | | | 1,075 | 1,075 |
| <i>Notes:</i> | | | | |
| <i>du = dwelling unit, sf = square feet</i> | | | | |
| ^a <i>Parking requirements as calculated by the Central City Parking District (CCPD) exceptions to the rates presented in Los Angeles Municipal Code (LAMC) Section 12.21 A 4 (a-f), City of Los Angeles, revised July 24, 2013.</i> | | | | |
| ^b <i>Developments within the Downtown Parking District need to provide 1 parking space for every 1,000 sf of commercial uses, in excess of 7,500 square feet of commercial space. (LAMC 12.21 A 4 (i)(3)).</i> | | | | |
| ^c <i>220 parking spaces are proposed to serve the adjacent office building at 1023 Broadway.</i> | | | | |
| <i>Source: Chris Dikeakos Architectural Corp, January 23, 2018.</i> | | | | |

As summarized in Table II-4, above, the Proposed Project would provide a total of 1,075 parking spaces, which includes: 840 residential spaces, 15 commercial spaces, and 220 reserved spaces to accommodate the adjacent office building at 1023 Broadway, which is legally non-conforming and currently has no parking. The Proposed Project would provide 1,075 spaces, which meets the minimum applicable parking requirements of the LAMC.

Bicycle Parking

The Proposed Project provides on-site bicycle parking for short-term and long-term bike storage. As summarized in Table II-5, below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC for bicycle parking spaces. The Proposed Project would include 290 bicycle parking spaces, including 258 long-term bicycle parking spaces and 32 short-term bicycle parking spaces. In the event the number of dwelling units is reduced from the current plans, the amount of vehicle and bicycle parking would be revised accordingly to meet the code requirements.

**Table II-5
Summary of Required and Proposed Bicycle Parking Spaces**

| Description | Quantity | Parking Required ^[a] | | Total Spaces Required | | Total Spaces Provided | |
|----------------------|-----------|---------------------------------|------------------|-----------------------|------------|-----------------------|------------|
| | | Short Term | Long Term | Short Term | Long Term | Short Term | Long Term |
| Residential | | | | | | | |
| Dwelling Units | 1-25 | (1 per 10 DUs) | (1 per DU) | 2 | 25 | 2 | 25 |
| | 26-100 | (1 per 15 DUs) | (1 per 1.5 DUs) | 5 | 50 | 5 | 50 |
| | 101-200 | (1 per 20 DUs) | (1 per 2 DUs) | 5 | 50 | 5 | 50 |
| | 201+ | (1 per 40 DUs) | (1 per 4 DUs) | 12 | 125 | 12 | 125 |
| Total Dwelling Units | 700 du | | | 24 | 250 | 24 | 250 |
| Commercial | | (1 per 2,000 sf) | (1 per 2,000 sf) | | | | |
| Retail/Restaurant | 15,000 sf | 8 | 8 | 8 | 8 | 8 | 8 |
| TOTAL | | | | 32 | 258 | 32 | 258 |

Notes:
du = dwelling unit, sf = square feet
^[a] LAMC 12.21 A.16 (a)(1)(i) Required Short-Term and Long-Term Bicycle Parking Spaces by Residential Dwelling Unit.
Source: Chris Dikeakos Architectural Corp, January 23, 2018.

7. CONSTRUCTION

Construction Schedule/Phasing

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 30 months, with final buildout occurring in 2022. Construction activities associated with the Project would be undertaken in five main steps: (1) demolition/site clearing; (2) excavation, grading, and foundations; (3) vertical building construction; (4) finishing and architectural coatings; and (5) paving/landscaping. All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would

comply with these restrictions. Mitigation Measure N-1 would further restrict construction and demolition to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.

Site Clearing Phase

This phase would include the demolition and removal of the existing asphalt covered surface parking lot. In addition, this phase may include the removal of street trees, walls, fences, and associated debris. It is estimated that approximately 1,126 tons of asphalt and inert debris would be exported from the site during the site clearing phase. The site clearing would be completed in approximately one week.

Excavation, Grading and Foundation Phase

After the completion of demolition/site clearing, the excavation phase for the Proposed Project would occur for approximately six months and would involve the cut and fill of land to ensure the proper base and slope for the building foundations. The Proposed Project would require approximately 206,100 cubic yards (cy) of soil to be hauled off-site in order to build the subterranean parking garage. Haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Deputy Advisory Agency as part of the Tract Map approval.

Building Construction Phase

The building construction phase consists of below grade and above grade structures and is expected to occur for approximately 18 months. The building construction phase includes the construction of the proposed building, connection of utilities to the building, building foundations, basement walls, parking structure, laying irrigation for landscaping, and landscaping the Project Site.

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City agencies and will conform to City standards.

Finishing/Architectural Coating Phase

The finishing/architectural coating phase is expected to occur over approximately four months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishing's and paint would be applied, and the installation of windows, doors, cabinetry, and appliances within the residential units.

Paving and Landscaping Phase

The final phase of construction would entail paving the sidewalks and installing hardscape and landscaping features throughout the common areas. Paving also involves the laying of concrete or asphalt along the adjacent roads, setbacks, and alleyway. This phase is expected to occur during the final month of construction.

Haul Trucks

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon or Chiquita Canyon landfills, which accept construction and demolition debris and inert waste from areas within the City of Los Angeles. For recycling efforts, Downtown Diversion (operated by Waste Management, Inc.) accepts construction and demolition waste for recycling and is located approximately 2.2 miles southeast of the Project Site (approximately 4.4 miles round trip).⁸ For soil hauling, it is anticipated that soil exported from the Project Site would be deposited at a donor or receiving site within a close proximity to the Project Site. In the event a donor site is not identified at the time of excavation, soil would be transported approximately 24 miles to the Azusa Land Reclamation Management Facility, which accepts soil and inert construction and demolition debris. Construction debris generated during the building construction phase would be hauled to the Downtown Diversion station for processing, recycling, and reclamation. Any waste materials that are not suitable for diversion would be disposed of at the Azusa Land Reclamation facility.

Approval of a haul route will be required prior to construction. For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and soil export would involve haul trucks with up to a 14 cubic yard hauling capacity. All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled.

Hauling hours are anticipated to be 7:00 AM to 4:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturdays. The haul route for the project will be subject to final approval by the Deputy Advisory Agency, but will most likely be southbound on either Hill Street or Broadway to the I-10 Freeway. Trucks are expected to be staged on-site or in the roadway, where parking and travel lanes would be temporarily closed.

Delivery Trucks

In addition to haul trucks, the site is also expected to generate equipment and delivery trucks during both phases. One example would be concrete delivery. Other materials could include plumbing supplies, electrical fixtures, and items used in furnishing the building. These materials would be delivered to the site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other

⁸ *Construction and Demolition Debris Recycling Facilities in Los Angeles County, website: https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf, accessed May 2017.*

large items of machinery. Most of the heavy equipment is expected to be transported to the site on large trucks such as 18-wheelers or other similar vehicles.

Construction Worker Parking

During the site preparation phase and the first portion of the building construction, while the parking levels are under construction, construction employees will park in a parking lot nearby.

8. DISCRETIONARY ACTIONS

The Omni Group (“Owner” and “Applicant”) is requesting approval of the following discretionary actions:

- (1) Pursuant to LAMC Section 14.5.6.B, a Transfer of Floor Area Rights (TFAR) Greater Than 50,000 square feet of floor area for the transfer of approximately 354,277 square feet of floor area;
- (2) Master Conditional Use Permit pursuant to LAMC Section 12.24.W.1 to allow the on-site sale and consumption of a full-line of alcoholic beverages within up to four establishments;
- (3) Site Plan Review pursuant to LAMC Section 16.05 for the construction of 700 residential units;
- (4) Vesting Tentative Tract Map pursuant to LAMC Section 17.15 for merger and re-subdivision of the Project Site for residential and commercial condominium purposes; and
- (5) Haul Route approval (for the export of approximately 206,100 cy of soil) in connection with the tract map approval pursuant to LAMC Section 17.05.

The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may include, but are not limited to, the following: excavation, shoring, grading, foundation, removal of street trees, and building and tenant improvements for the Project Site.

II. PROJECT DESCRIPTION

C. RELATED PROJECTS

In accordance with CEQA Guidelines Section 15064(h), this SCEA includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

“(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.

(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.”

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted

local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the “list” and “plan” approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table II-6, Related Projects List, below. A total of 111 related projects were identified within the affected Project area. An analysis of the cumulative impacts associated with these related projects and the Project are provided under each individual environmental impact category in Section III of this IS/MND. The locations of the related projects are shown in Figure II-16, Location of Related Projects.

| TABLE 6 OLYMPIC & HILL PROJECT RELATED PROJECTS | | | | | | | | | | |
|---|-----------------------|--------------|--------|------------|-------------------------------|-----|-------|--------------------|-----|-------|
| No. | Project Location | Land Use | Size | | Estimated Trip Generation [a] | | | | | |
| | | | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| | | | | | In | Out | Total | In | Out | Total |
| 1 | 400 W Washington Bl | School | 21300 | Enrollment | 336 | 127 | 463 | 574 | 268 | 842 |
| 2 | 225 S Los Angeles St | Condominiums | 300 | Units | 88 | 136 | 224 | 75 | 52 | 126 |
| | | Retail | 3.4 | ksf | | | | | | |
| 3 | 1027 W Wilshire Blvd | Condominiums | 402 | Units | 21 | 92 | 113 | 83 | 53 | 136 |
| | | Retail | 4728 | ksf | | | | | | |
| 4 | 1133 S Hope St | Other | | | 20 | 74 | 94 | 91 | 50 | 141 |
| 5 | 437 S Hill St | Apartments | 600 | Units | 44 | 122 | 167 | 162 | 97 | 259 |
| | | Other | 13.872 | ksf | | | | | | |
| 6 | 1115 S Hill St | Mixed Use | | | -45 | 40 | -5 | 50 | -7 | 43 |
| 7 | 1102 W 6th St | Apartments | 648 | Units | 61 | 195 | 256 | 232 | 155 | 387 |
| | | Retail | 39.996 | ksf | | | | | | |
| 8 | 2455 S Figueroa St | Apartments | 145 | Units | 8 | 51 | 59 | 54 | 28 | 82 |
| 9 | 1130 W Wilshire Blvd | Office | 88.224 | ksf | 92 | 12 | 104 | 28 | 61 | 89 |
| | | Other | 2 | ksf | | | | | | |
| | | Other | 0.248 | ksf | | | | | | |
| | | Other | 5.375 | ksf | | | | | | |
| 10 | 848 S Grand Av | Condominiums | 420 | Units | 66 | 144 | 210 | 212 | 165 | 377 |
| | | Retail | 38.5 | ksf | | | | | | |
| | | Mixed Use | | | | | | | | |
| 11 | 1430 Beverly Blvd | Apartments | 144 | Units | 13 | 49 | 60 | 47 | 25 | 73 |
| 12 | 250 S Hill St | Condominiums | 330 | Units | 21 | 73 | 94 | 66 | 42 | 108 |
| | | Retail | 12 | ksf | | | | | | |
| 13 | 902 W Washington Blvd | Other | 142 | Units | 2 | 25 | 27 | 35 | 16 | 51 |
| 14 | 900 W Wilshire Bl | Mixed Use | | | 725 | 75 | 800 | 94 | 764 | 858 |
| 15 | 220 E Washington Bl | Retail | 7.75 | ksf | 38 | 118 | 156 | 125 | 53 | 178 |
| | | Other | 7.75 | ksf | | | | | | |
| | | Apartments | 357 | Units | | | | | | |
| | | Mixed Use | | | | | | | | |
| 16 | 2100 S Figueroa St | Condominiums | 291 | Units | -82 | 66 | -16 | 67 | -28 | 39 |
| | | Retail | 7.134 | ksf | | | | | | |
| 17 | 1435 W 3rd St | Apartments | 122 | Units | 11 | 42 | 53 | 41 | 25 | 66 |
| | | Retail | 5 | ksf | | | | | | |
| 18 | 899 S Francisco St | Condominiums | 836 | Units | 307 | 318 | 625 | 387 | 512 | 899 |
| | | Office | 988.23 | ksf | | | | | | |
| | | Other | 480 | Rooms | | | | | | |
| | | Retail | 49 | ksf | | | | | | |
| | | Mixed Use | | | | | | | | |
| 19 | 150 N Los Angeles St | Office | 712.5 | ksf | 930 | 118 | 1048 | 435 | 942 | 1374 |
| | | Retail | 35 | ksf | | | | | | |
| | | Other | 2.5 | ksf | | | | | | |
| 20 | 1300 S Hope St | Apartments | 419 | Units | 88 | 105 | 194 | 136 | 102 | 238 |
| | | Retail | 42 | ksf | | | | | | |
| 21 | 928 S Broadway | Apartments | 670 | Units | 21 | 229 | 250 | 272 | 109 | 381 |
| | | Condominiums | 17 | Units | | | | | | |
| | | Retail | 58.8 | ksf | | | | | | |

| No. | Project Location | Land Use | Size | | Estimated Trip Generation [a] | | | | | |
|-----|---------------------|--------------|--------|-------|-------------------------------|-----|-------|--------------------|-----|-------|
| | | | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| | | | | | In | Out | Total | In | Out | Total |
| 22 | 1200 S Grand Av | Apartments | 640 | Units | 92 | 148 | 240 | 181 | 134 | 315 |
| | | Retail | 45 | ksf | | | | | | |
| 23 | 1329 W 7th St | Apartments | 94 | Units | 13 | 37 | 53 | 39 | 22 | 61 |
| | | Retail | 2 | ksf | | | | | | |
| 24 | 534 S Main St | Apartments | 160 | Units | 52 | 75 | 127 | 87 | 58 | 145 |
| | | Retail | 18 | ksf | | | | | | |
| | | Other | 3.5 | ksf | | | | | | |
| | | Other | 3.5 | ksf | | | | | | |
| 25 | 840 S Olive St | Condominiums | 303 | Units | 81 | 166 | 247 | 174 | 96 | 270 |
| | | Other | 9.68 | ksf | | | | | | |
| | | Retail | 1.5 | ksf | | | | | | |
| 26 | 950 E 3rd St | School | 532 | Other | 162 | 177 | 339 | 245 | 212 | 458 |
| | | Retail | 30.062 | ksf | | | | | | |
| | | Apartments | 635 | Units | | | | | | |
| 27 | 1057 S San Pedro St | Other | 254.5 | ksf | 837 | 434 | 1271 | 632 | 957 | 1589 |
| | | Retail | 224.86 | ksf | | | | | | |
| | | Other | 744 | Seats | | | | | | |
| | | Apartments | 877 | Units | | | | | | |
| | | Condominiums | 68 | Units | | | | | | |
| | | Other | 210 | Rooms | | | | | | |
| | | Office | 217.38 | ksf | | | | | | |
| | | Office | 77.264 | ksf | | | | | | |
| 28 | 1700 W Olympic Bl | Other | 160 | Rooms | 44 | 32 | 76 | 45 | 42 | 87 |
| 29 | 233 W Washington Bl | Apartments | 160 | Units | 25 | 66 | 81 | 89 | 71 | 160 |
| | | Retail | 24 | ksf | | | | | | |
| 30 | 400 S Broadway | Apartments | 450 | Units | 36 | 147 | 183 | 139 | 73 | 212 |
| | | Retail | 7.5 | ksf | | | | | | |
| | | Other | 5 | ksf | | | | | | |
| 31 | 920 S Hill St | Apartments | 239 | Units | 23 | 84 | 107 | 87 | 50 | 137 |
| | | Retail | 5.4 | ksf | | | | | | |
| 32 | 955 S Broadway | Apartments | 201 | Units | 21 | 72 | 93 | 74 | 43 | 117 |
| | | Retail | 6 | ksf | | | | | | |
| 33 | 1212 S Flower St | Condominiums | 730 | Units | 78 | 233 | 311 | 229 | 121 | 350 |
| | | Retail | 10.5 | ksf | | | | | | |
| | | Office | 70.465 | ksf | | | | | | |
| 34 | 820 S Olive St | Apartments | 589 | Units | 63 | 202 | 264 | 195 | 106 | 302 |
| | | Retail | 4.5 | ksf | | | | | | |
| 35 | 601 S Main St | Condominiums | 452 | Units | 36 | 144 | 179 | 152 | 87 | 238 |
| | | Retail | 25 | ksf | | | | | | |
| 36 | 1111 S Broadway | Mixed Use | | | 144 | 176 | 319 | 258 | 274 | 532 |
| 37 | 1148 S Broadway | Apartments | 94 | Units | 8 | 30 | 38 | 21 | 18 | 50 |
| | | Retail | 2.5 | ksf | | | | | | |
| 38 | 1120 S Grand Av | Apartments | 666 | Units | 42 | 127 | 170 | 136 | 93 | 229 |
| | | Other | 0 | Rooms | | | | | | |
| 39 | 1230 S Olive St | Apartments | 362 | Units | 31 | 126 | 157 | 127 | 69 | 196 |
| | | Retail | 4 | ksf | | | | | | |
| 40 | 1247 S Grand Av | Apartments | 118 | Units | 10 | 41 | 51 | 42 | 25 | 67 |
| | | Retail | 5.125 | ksf | | | | | | |
| 41 | 1400 S Figueroa St | Apartments | 106 | Units | 10 | 38 | 48 | 39 | 22 | 61 |
| | | Retail | 4.834 | ksf | | | | | | |
| 42 | 1550 W 8th St | Office | 33.957 | ksf | 29 | 4 | 33 | 6 | 26 | 32 |

| No. | Project Location | Land Use | Size | Estimated Trip Generation [a] | | | | | | |
|-------|------------------------------|--------------|--------|-------------------------------|-----|-------|--------------------|-----|-------|------|
| | | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | | |
| | | | | In | Out | Total | In | Out | Total | |
| 43 | 940 S Figueroa St | Theatre | 1942 | Seats | 5 | 4 | 9 | 99 | 35 | 134 |
| | | Other | 10,056 | ksf | | | | | | |
| | | Other | 5,119 | ksf | | | | | | |
| 44 | 1036 S Grand Av | Other | 7,149 | ksf | 2 | 3 | 5 | 27 | 14 | 41 |
| 45 | 963 E 4th St | Office | 78.6 | ksf | 106 | 22 | 128 | 113 | 138 | 251 |
| | | Retail | 25 | ksf | | | | | | |
| | | Other | 20 | ksf | | | | | | |
| 46 | 1335 W 1st St | Apartments | 101 | Units | 10 | 40 | 50 | 42 | 24 | 66 |
| | | Retail | 3,514 | ksf | | | | | | |
| 47 | 1150 W Wilshire Blvd | Apartments | 80 | Units | -22 | 26 | 4 | 39 | -5 | 34 |
| | | Other | 4,589 | ksf | | | | | | |
| 48 | 737 S Spring St | Apartments | 320 | Units | 72 | 141 | 213 | 167 | 116 | 283 |
| | | Other | 25 | ksf | | | | | | |
| 49 | 1218 W Ingraham St | Apartments | 80 | Units | 8 | 33 | 41 | 33 | 17 | 50 |
| 50 | 555 S Mateo St | Retail | 153 | ksf | 5 | 30 | 35 | 220 | 205 | 425 |
| 51 | 1147 E Palmetto | Mixed Use | | | 73 | 141 | 215 | 147 | 83 | 230 |
| 52 | 742 S Hartford Av | Apartments | 58 | Units | 5 | 21 | 26 | 20 | 11 | 31 |
| 53 | 732 S Spring St | Apartments | 400 | Units | 59 | 152 | 211 | 164 | 104 | 268 |
| | | Other | 15 | ksf | | | | | | |
| 54 | 340 S Hill St | Apartments | 428 | Units | 34 | 129 | 163 | 141 | 79 | 219 |
| | | Other | 6.7 | ksf | | | | | | |
| 55 | 1728 W 7th St | Other | 9.6 | ksf | -30 | -40 | -70 | 50 | 14 | 64 |
| | | Other | 3.5 | ksf | | | | | | |
| 56 | 1145 W 7th St | Condominiums | 126 | Units | 4 | 66 | 70 | 67 | 35 | 102 |
| | | Apartments | 100 | Units | | | | | | |
| | | Retail | 7.2 | ksf | | | | | | |
| 57 | 360 S Alameda St | Apartments | 55 | Units | 25 | 33 | 58 | 35 | 26 | 61 |
| | | Other | 2.5 | ksf | | | | | | |
| | | Other | 6.3 | ksf | | | | | | |
| 58 | 1900 S Broadway | Condominiums | 900 | Units | 390 | 552 | 942 | 637 | 566 | 1203 |
| | | Apartments | 550 | Units | | | | | | |
| | | Other | 210 | Rooms | | | | | | |
| | | Retail | 143.1 | ksf | | | | | | |
| | | Office | 180 | ksf | | | | | | |
| | | Other | 17.6 | ksf | | | | | | |
| Other | 8 | ksf | | | | | | | | |
| 59 | 1302 W Washington Bl | Other | 16,572 | ksf | -33 | -18 | -51 | 21 | 12 | 33 |
| 60 | 1929 W Pico Bl | School | 480 | Enrollment | 140 | 66 | 206 | 20 | 42 | 62 |
| 61 | 118 S Astronaut E.S. Onizuka | Apartments | 77 | Units | -1 | 20 | 19 | 19 | 6 | 25 |
| 62 | 1525 E Industrial St | Apartments | 328 | Units | 58 | 73 | 131 | 86 | 69 | 155 |
| | | Office | 27.3 | ksf | | | | | | |
| | | Retail | 6.4 | ksf | | | | | | |
| | | Other | 5.7 | ksf | | | | | | |
| 63 | 649 S Wall St | Office | 66 | Employees | 24 | 5 | 29 | 3 | 24 | 27 |
| | | Other | 55 | Beds | | | | | | |
| 64 | 300 S Main St | Apartments | 471 | Units | 143 | 243 | 386 | 257 | 153 | 410 |
| | | Other | 27.78 | ksf | | | | | | |
| | | Retail | 5.19 | ksf | | | | | | |
| 65 | 850 S Hill St | Mixed Use | 300 | Units | 28 | 106 | 134 | 116 | 65 | 181 |
| | | Retail | 3.5 | ksf | | | | | | |
| | | Other | 3.5 | ksf | | | | | | |

| No. | Project Location | Land Use | Size | Estimated Trip Generation [a] | | | | | |
|-----|-----------------------|--------------|---------------|-------------------------------|-----|-------|--------------------|-----|-------|
| | | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| | | | | In | Out | Total | In | Out | Total |
| 66 | 400 S Alameda St | Other | 66 Rooms | 19 | 17 | 36 | 23 | 14 | 37 |
| | | Other | 2.13 ksf | | | | | | |
| | | Retail | 840 ksf | | | | | | |
| 67 | 700 W 9th St | Condominiums | 629 Units | 37 | 146 | 183 | 143 | 95 | 238 |
| | | Retail | 27 ksf | | | | | | |
| 68 | 649 S Olive St | Other | 241 Rooms | 6 | 44 | 109 | 63 | 60 | 123 |
| 69 | 1111 W 6th St | Apartments | 369 Units | -71 | 117 | 46 | 104 | -51 | 53 |
| | | Other | 18.6 ksf | | | | | | |
| | | Other | 2.2 ksf | | | | | | |
| | | Other | 1.2 ksf | | | | | | |
| 70 | 1633 W 11th St | School | 460 Seats | 194 | 158 | 352 | 29 | 37 | 66 |
| 71 | 1229 S Grand Av | Condominiums | 161 Units | 23 | 62 | 85 | 62 | 33 | 95 |
| | | Other | 3 ksf | | | | | | |
| 72 | 675 S Bixel St | Apartments | 425 Units | 74 | 173 | 247 | 184 | 116 | 300 |
| | | Other | 126 Rooms | | | | | | |
| | | Retail | 4.874 ksf | | | | | | |
| 73 | 740 S Hartford Av | Apartments | 80 Units | 7 | 30 | 37 | 29 | 15 | 45 |
| 74 | 1235 W 7th St | Condominiums | 303 Units | 23 | 95 | 118 | 100 | 54 | 154 |
| | | Retail | 5.96 ksf | | | | | | |
| 75 | 940 S Hill St | Apartments | 232 Units | 20 | 80 | 100 | 115 | 53 | 168 |
| | | Other | 14 ksf | | | | | | |
| 76 | 1322 W Linwood Ave | Apartments | 84 Units | 5 | 30 | 35 | 28 | 14 | 42 |
| 77 | 719 E 5th St | Apartments | 160 Units | 15 | 58 | 73 | 61 | 37 | 96 |
| | | Retail | 7.5 ksf | | | | | | |
| 78 | 1340 S Olive St | Apartments | 156 Units | 51 | 82 | 133 | 89 | 57 | 146 |
| | | Retail | 5 ksf | | | | | | |
| | | Other | 10 ksf | | | | | | |
| 79 | 1334 S Flower St | Apartments | 146 Units | -1 | 49 | 48 | 51 | 16 | 67 |
| | | Other | 6.27 ksf | | | | | | |
| 80 | 929 E 2nd St | Retail | 40.034 ksf | 61 | 9 | 70 | 101 | 88 | 189 |
| | | Retail | 0.985 ksf | | | | | | |
| | | Other | 7.843 ksf | | | | | | |
| | | Other | 10.369 ksf | | | | | | |
| | | Office | 40.249 ksf | | | | | | |
| | | Other | 5.383 ksf | | | | | | |
| | | Other | 0.049 ksf | | | | | | |
| 81 | 633 S Spring St | Other | 176 Rooms | 83 | 33 | 116 | 97 | 99 | 196 |
| | | Other | 8.43 ksf | | | | | | |
| | | Other | 5.29 ksf | | | | | | |
| 82 | 1020 S Figueroa St | Condominiums | 650 Units | 204 | 274 | 478 | 312 | 227 | 539 |
| | | Other | 300 Rooms | | | | | | |
| | | Retail | 40 ksf | | | | | | |
| | | Other | 40 ksf | | | | | | |
| 83 | 1800 E 7th St | Apartments | 122 Units | 26 | 45 | 71 | 45 | 37 | 82 |
| | | Office | 13.6 ksf | | | | | | |
| 84 | 720 W Washington Blvd | Apartments | 105 Units | 7 | 12 | 19 | 13 | 12 | 25 |
| 85 | 1400 S Flower St | Apartments | 147 Units | -1 | 49 | 48 | 51 | 17 | 68 |
| | | Retail | 6.921 ksf | | | | | | |
| 86 | 1930 W Wilshire Blvd | Apartments | 478 Units | -44 | 128 | 85 | 103 | -41 | 61 |
| | | Other | 850 Seats | | | | | | |
| | | Other | 50 Enrollment | | | | | | |
| | | Other | 220 Rooms | | | | | | |

| No. | Project Location | Land Use | Size | Estimated Trip Generation [a] | | | | | |
|-----|------------------------|--------------|-------------|-------------------------------|------|-------|--------------------|------|-------|
| | | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| | | | | In | Out | Total | In | Out | Total |
| 87 | 130 S Beaudry Av | Apartments | 230 Units | 8 | 76 | 84 | 76 | 29 | 105 |
| | | Other | 9 ksf | | | | | | |
| 88 | 495 S Hartford Av | Apartments | 220 Units | 16 | 63 | 79 | 62 | 34 | 96 |
| 89 | 1122 W Washington Bl | Office | 60 ksf | 107 | 29 | 136 | 57 | 146 | 203 |
| 90 | 744 S Figueroa St | Apartments | 438 Units | 38 | 148 | 186 | 176 | 94 | 270 |
| | | Retail | 10.156 ksf | | | | | | |
| 91 | 815 W Olympic Bl | Other | 346 Rooms | 137 | 133 | 270 | 167 | 165 | 332 |
| | | Retail | 61.149 ksf | | | | | | |
| | | Office | 36256 ksf | | | | | | |
| 92 | 243 W Adams Bl | Apartments | 300 Units | 5 | 99 | 104 | 72 | 10 | 82 |
| | | Retail | 2.5 ksf | | | | | | |
| | | Other | 2.5 ksf | | | | | | |
| 93 | 433 S Main St | Condominiums | 161 Rooms | 85 | 147 | 62 | 66 | 48 | 113 |
| | | Mixed Use | 6.9 ksf | | | | | | |
| 94 | 926 W James M Wood Bl | Other | 225 Rooms | 59 | 42 | 101 | 59 | 56 | 115 |
| 95 | 459 S Hartford Av | Apartments | 101 Units | 15 | 15 | 31 | 22 | 22 | 44 |
| 96 | 1100 S Main St | Apartments | 379 Units | 9 | 103 | 112 | 78 | 14 | 92 |
| 97 | 1250 S Figueroa St | Other | 25.81 ksf | 192 | 125 | 317 | 203 | 212 | 415 |
| | | Other | 1162 Rooms | | | | | | |
| | | Other | 6.573 ksf | | | | | | |
| | | Other | 6.573 ksf | | | | | | |
| 98 | 2005 W James M Wood Bl | Other | 100 Rooms | 24 | 18 | 42 | 20 | 18 | 38 |
| 99 | 717 S Maple Ave [b] | Apartments | 452 Units | 54 | 190 | 244 | 206 | 124 | 330 |
| 100 | 527 N Spring St | Retail | 2.89 ksf | 49 | 118 | 167 | 189 | 131 | 320 |
| | | Apartments | 345 Units | | | | | | |
| | | Restaurant | 11 ksf | | | | | | |
| | | Retail | 23 ksf | | | | | | |
| | | Retail | 21 ksf | | | | | | |
| 101 | 333 S. Alameda St [b] | Apartments | 994 Units | 134 | 260 | 394 | 390 | 329 | 719 |
| | | Retail | 100 ksf | | | | | | |
| 102 | 765 Wall St [a] | Office | 53.2 ksf | 108 | 82 | 191 | 164 | 141 | 305 |
| | | Apartments | 323 Units | | | | | | |
| | | Retail | 8.8 ksf | | | | | | |
| | | Other | 125 Persons | | | | | | |
| | | Other | 66.2 ksf | | | | | | |
| 103 | 668 S. Alameda St [a] | Apartments | 475 Units | 198 | 356 | 553 | 319 | 204 | 523 |
| | | Retail | 45 ksf | | | | | | |
| | | Warehouse | 130 ksf | | | | | | |
| 104 | 640 S. Alameda St [a] | Hotel | 412 Rooms | 1199 | 1369 | 2567 | 1246 | 1133 | 2379 |
| | | Apartments | 1305 Units | | | | | | |
| | | Office | 253.5 ksf | | | | | | |
| | | School | 29.3 ksf | | | | | | |
| | | Retail | 127.6 ksf | | | | | | |
| | | Art Space | 23 ksf | | | | | | |
| 105 | 520 S. Mateo St [a] | Apartments | 30 Units | 77 | 227 | 304 | 255 | 133 | 388 |
| | | Office | 15 ksf | | | | | | |
| | | Retail | 15 ksf | | | | | | |
| | | Restaurant | 15 ksf | | | | | | |
| 106 | 1100 E. 5th St [a] | Apartments | 218 ksf | 22 | 89 | 111 | 131 | 83 | 214 |
| | | Open Space | 22 ksf | | | | | | |
| 107 | 330 S. Alameda St [a] | Apartments | 186 Units | 92 | 155 | 248 | 138 | 90 | 227 |
| | | Retail | 22 ksf | | | | | | |

| No. | Project Location | Land Use | Size | | Estimated Trip Generation [a] | | | | | |
|-----|-------------------------|--------------------|--------|-------|-------------------------------|-----|-------|--------------------|-----|-------|
| | | | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| | | | | | In | Out | Total | In | Out | Total |
| 108 | 232 W 2nd St [a] | Condominiums | 107 | Units | 743 | 150 | 893 | 183 | 684 | 867 |
| | | Office | 534 | ksf | | | | | | |
| | | Retail | 7.2 | ksf | | | | | | |
| 109 | 2222 S. Figueroa St [a] | Condominiums | 645 | ksf | 85 | 336 | 421 | 371 | 190 | 561 |
| | | Apartments | 364 | Units | | | | | | |
| 110 | 445 South Colyton [b] | Shopping Center | 24.95 | ksf | 103 | 115 | 218 | 132 | 54 | 186 |
| | | Restaurant | 25.38 | ksf | | | | | | |
| | | Hotel | 113 | rooms | | | | | | |
| | | Residential | 129 | du | | | | | | |
| | | Art Gallery/School | 13.5 | ksf | | | | | | |
| 111 | 747 Warehouse St [b] | Condominiums | 310 | du | 155 | 167 | 322 | 154 | 178 | 332 |
| | | Retail | 11.375 | ksf | | | | | | |
| | | Production Space | 117 | ksf | | | | | | |

Notes:

ksf = one thousand square feet

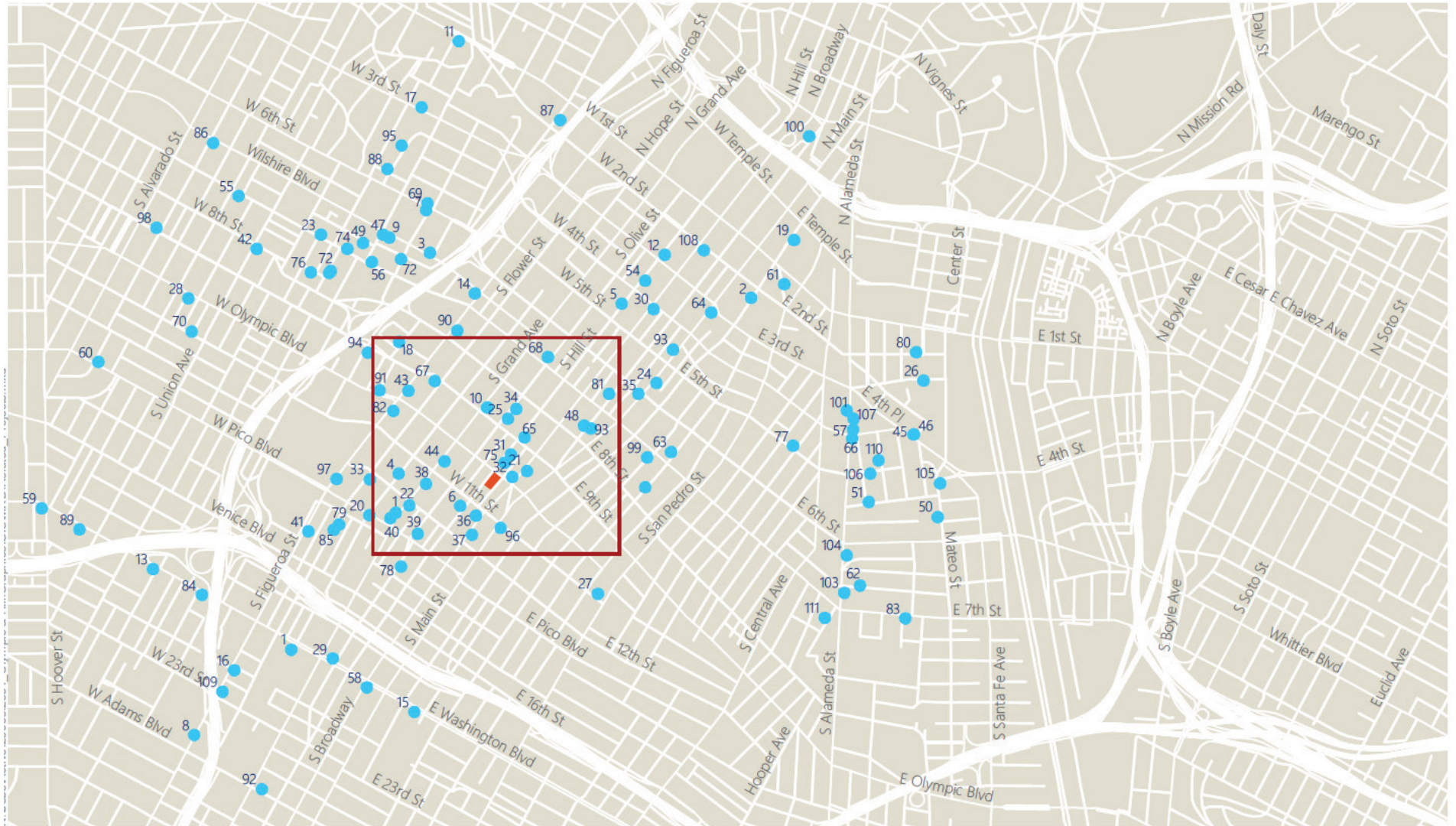
DU= dwelling units

n/a = not available

[a] Projects were not included in information provided by LADOT. Projects and land use from LADCP Major Projects Website:

<https://ladcp.maps.arcgis.com/apps/MapJournal/index.html?appid=b06f97ccf94741fdaad27443013eead1>. Trip generation estimates based on ITE rates.

[b] Projects were not included in information provided by LADOT. Projects and land use from third party research. Trip generation estimates based on ITE rates.



Source: Fehr & Peers, January 2018.



Figure II-16
Related Project Location Map