



Division of Land / Environmental Review

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



FINAL ENVIRONMENTAL IMPACT REPORT

WEST ADAMS – BALDWIN HILLS-LEIMERT COMMUNITY PLAN AREA

Washington Square Mixed-Use Development

ENV-2007-5046-EIR

State Clearinghouse No. 2009021035

Council District 10

THIS DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE DRAFT EIR COMPRISES THE FIRST PART.

Project Address: 4020-4060 Washington Boulevard, Los Angeles 90018

Project Description: Root III Corporation, the Project Applicant, proposes to develop a mixed-use project with residential and retail-commercial uses. The approximately 7.8-acre project site is located at 4020-4060 West Washington Boulevard in the City of Los Angeles. Due to changing market forces, the Project Applicant is requesting review of two development options, Option A and Option B.

Option A would contain 547 residential units (328 rental and 219 for sale) and approximately 106,800 square feet of commercial floor area. Option A would include the construction of three separate buildings, each on a separate parcel. All three buildings would be mixed use with retail on the ground level and residential units above a podium. The commercial uses would include a total of approximately 82,539 square feet of retail uses and 24,330 square feet of restaurant uses. In addition, Option A would provide a substation for the Los Angeles Police Department. Vehicular access to the site would be provided by a total of four driveways located on Washington Boulevard and 10th Avenue. Option A would include a site-wide total of approximately 1,061 parking spaces.

Option B would provide 342 residential units (125 rental and 217 for sale) and approximately 237,100 square feet of commercial/office floor area. Option B would also include the construction of three separate buildings. All three buildings would be mixed use. However, the majority of the commercial uses would be located in Buildings 1 and 3 along Washington Boulevard. A small amount of commercial space, approximately 8,400 square feet of office and community space, would be located in Building 2. In addition, Option B would also provide a substation for the Los Angeles Police Department. Vehicular access to the site for Option B would be provided via three driveways. Option B includes a site-wide total of 1,368 parking spaces.

Both Option A and Option B would incorporate environmentally sustainable design utilizing green building technologies, designed to meet the intent of the LEED™ at the certified level.

APPLICANT:

Root III Corporation

PREPARED BY:

Environmental Review Section

Los Angeles City Planning Department

July 6, 2010

EA# NO.: ENV-2007-5046-EIR

SCH NO.: 2009021035

PROJECT NAME: Washington Square Mixed Use Project

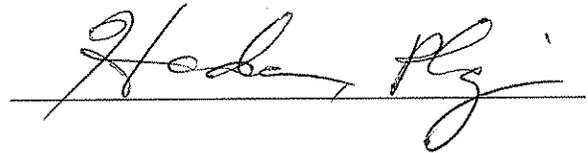
RECOMMENDATION FOR EIR CERTIFICATION

Pursuant to California Code of Regulations, Title 14, Section 15090, this EIR has been completed in compliance with the California Environmental Quality Act and current State and City Guidelines and based on information available may be accepted and considered prior to making a final decision on the project. The decision-maker or decision-making body must certify that it has reviewed and considered the information contained in this Environmental Impact Report prior to making such decision.

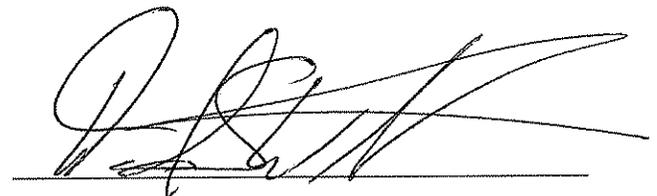
Submitted by:



David J. Somers
Project Coordinator
Environmental Review Section



Hadar Plafkin
Supervising City Planner
Environmental Review Section



David Weintraub
Deputy Advisory Agency
Department of City Planning

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I. INTRODUCTION

SUMMARY OF THE PROPOSED PROJECT

The approximately 7.8 acre (343,357 square feet) project site is trapezoidal in shape and has frontage on Washington Boulevard on the north and 10th Avenue on the east. The site is currently developed with the Washington Square shopping center, which consists of three buildings that were constructed in 1964.

Due to changing market forces, the Project Applicant is requesting review of two development options, Option A and Option B, which are both fully evaluated in this EIR. While it is requested that both options would be entitled through the City of Los Angeles, only one option would be implemented. This approach would provide flexibility to respond to the market prevailing at the time entitlement has been completed.

Implementation of the proposed project would require the demolition of all of the existing structures and the associated parking lot followed by redevelopment of the site with a mix of commercial and residential uses. The project would include a dedication of two feet along the Washington Boulevard frontage to provide a consistent right-of-way width along Washington Boulevard. The dedication would reduce the site area by approximately 1,714.6 square feet or 0.04 acre. With the required right-of-way dedication, the site would be 7.84 acres or approximately 341,510 square feet in area.

Option A

Option A would provide approximately 106,869 square feet of commercial uses and 547 residential units (328 rental apartments and 219 for-sale condominiums) located in three separate buildings, each on a separate parcel. All three buildings would be mixed use with retail on the ground level and residential units above a podium. Building A would be located at the corner of Washington Boulevard and 10th Avenue and would consist of below grade parking for both residential and retail uses, a retail ground level, a podium level, and two stories above the podium level. Building A would have approximately 67,861 square feet of ground floor retail space and contain 128 residential units. Building A would have a maximum height of approximately 78 feet measured from grade. Building B would be located parallel to the southern property line at the rear of the site and would have approximately 13,204 square feet of retail floor area and a total of 200 residential units. Building B would have a maximum height of approximately 85 feet measured from grade. Building C would be located on the western portion of the site and would have approximately 6,974 square feet of ground level retail space and a

total of 219 residential units. The maximum height of Building C would be approximately 202 feet measured from grade. In addition, Option A would provide a substation for the Los Angeles Police Department.

Option A would be developed with a cohesive and unified architectural design. The building façades would be finished with a mix of building materials and various depths of surfaces, including stucco with metal and wood accents and pre-cast geometric detailing. The commercial uses on the ground floor of the buildings would have a well-defined two-story base, with large display windows that would be articulated with metal and wood. The glass would have varying shades of blue and green tints.

Vehicular access to the site would be provided via two driveways on Washington Boulevard and two driveways on 10th Avenue. The two driveways on Washington Boulevard would be located at the western end of the site and in the center of the site. In addition, one of the driveways on 10th Avenue would be located adjacent to the southern property line and the other driveway on 10th Avenue would be located between Building A and Building B. Full left- and right-turn access would be available at each of the four driveways. In addition, the project would have a separate driveway that serves the loading dock located along 10th Avenue approximately 330 feet south of Washington Boulevard. The loading dock area would be in the middle of Building A. The loading dock would be screened from 10th Avenue by a wall. Landscaping would be planted adjacent to the wall to soften the appearance of the wall.

Parking for the uses on the site would be integrated within the three buildings in some subterranean as well as above-grade parking structures. Option A would include a site-wide total of approximately 1,061 parking spaces. In addition, the parking structures would include preferential parking for alternate vehicles, bicycle parking, and storage would be provided for residents and employees. Trash enclosures would be located within the loading area for commercial uses and within the parking structure for residents.

With regard to pedestrian access to the site, given the grade differential between the street and the ground level, stairs and ramps would be provided from Washington Boulevard to the central plaza. The entry way would be marked by using decorative concrete at the sidewalk and entryway. Benches and trash receptacles would be located on-site.

Option A would include approximately 145,000 square feet of open space that would be provided in a series of landscaped pedestrian walkways along gardens, open air plazas, and pedestrian/vehicular linkages in and around the commercial areas and condominiums. Street trees would be planted along Washington Boulevard and 10th Avenue and a central plaza area would connect the three buildings through pedestrian walkways. The central courtyard would include a water feature along with a garden landscaped with ground cover shrubs and trees. In addition, a reflecting pond would be located on the podium at the southern end of Building C.

Option A would include low-level, exterior lighting on buildings and along pathways to provide safety and wayfinding for residents and commercial patrons alike and to accent the architectural, signage, and landscaping elements would be incorporated throughout the site.

Option B

Option B would result in three separate mixed-use buildings on two parcels, a northern parcel (Parcel A) and a southern parcel (Parcel B). In total, Option B would provide approximately 237,125 square feet of commercial uses and approximately 342 (125 apartments and 217 condominiums) residential units. Building 1 would be located in the northwestern portion of the site parallel to the western property line and would have approximately 77,500 square feet of office, retail, and restaurant uses. Building 1 would have a maximum height of approximately 50 feet measured from grade. Building 2 would be located parallel to 10th Avenue in the northern portion of the site and would have approximately 151,225 gross square feet of retail and restaurant uses and 125 residential units. Building 2 would have a maximum height of approximately 85 feet measured from grade. Building 3 would be located on the southern portion of the site and would be oriented parallel to the southern property line. Building 3 would have approximately 200 residential units with approximately 8,400 square feet of office space. The maximum height of Building 3 would be approximately 85 feet measured from grade. In addition, Option B would provide a substation for the Los Angeles Police Department.

Vehicular access to the site for Option B would be provided via three driveways. More specifically, one driveway would be located on Washington Boulevard at the western edge of the site and would be located across from 12th Avenue. The driveway would contain two inbound and two outbound lanes. As part of Option B, a traffic signal would be installed on Washington Boulevard at the driveway across from 12th Avenue. Vehicular access would also be provided on 10th Avenue via two driveways in the southern portion of the site. The northernmost driveway on 10th Avenue would serve the retail use and the southernmost driveway would serve the residential use. Option B would provide two loading areas. One loading area would be located on the eastern portion of the site, adjacent to Building 2. The second loading area would be located on the western portion of the site adjacent to Building 1. The loading dock would be accessed from the north-south driveway. The loading areas would be screened from public view by building walls. Landscaping would be planted adjacent to the wall to soften the appearance of the wall.

Parking for the uses on site would be integrated within the three buildings in some subterranean as well as above grade structured capacity, supplemented by some surface parking capacity. Option B would include a site-wide total of 1,368 parking spaces. In addition, the parking structures would include preferential parking for alternate vehicles, bicycle parking, and

storage would be provided for residents and employees. Trash enclosures would be located within the loading area for commercial uses and within the parking structure for residents.

With regard to pedestrian access to the site, given the grade differential between the street and the ground level, stairs and ramps would be provided from Washington Boulevard to the central plaza. The entry way would be marked by using decorative concrete at the sidewalk and entryway. Benches and trash receptacles would be located on-site.

Option B would include approximately 100,000 square feet of open space that would be provided in a series of landscaped pedestrian walkways along gardens, open air plazas, and pedestrian/vehicular linkages in and around the commercial areas and residences. Street trees would be planted along Washington Boulevard and 10th and a central plaza area would connect Buildings 1 and 2 through pedestrian walkways. Option B would also include exterior lighting to provide safety and wayfinding for residents and commercial patrons alike.

The project Applicant is requesting the following discretionary approvals as part of the proposed project:

- General Plan Amendment to amend the West Adams-Baldwin Hills-Leimert Community Plan, a part of the General Plan of the City of Los Angeles, Footnote 1, to allow a Height District No. 2 for parcels over five (5) acres in size;
- Conditional Use Permit to allow movement averaging of FAR of parcels within an initial parcel over five (5) acres in size to allow for unified development;
- Zone Change and Height District Change from C2-1VL and P-1 to C2-2-D for all three parcels within the project site to permit density and height proposed;
- Site Plan Review since the site is located within an Enterprise Zone and the project proposes more than 50 residential units;
- Parking Variance to permit relief from Municipal Code parking requirements to be supported by demonstration of adequate shared on-site parking capacity. Request to apply apartment parking standards to condominiums and CRA parking standards for redevelopment plan areas.
- Tract/Parcel Map: Option A: Three (3) new parcels and tract map for up to 420 condominium units. Option B: Two (2) new parcels and tract map for up to 217 condominium units.
- Master Conditional Use to permit the sale and dispensing of alcohol for consumption on and off the premises;

- Phasing CUB with Zoning Actions: Relief from the requirement for utilization of approval of the Conditional Use Permits – Alcohol (CUB) within two years after the effective date of the permits authorizing the use made by the CPC to run concurrently with the discretionary zoning approvals.
- Yard Adjustment for the required side yard and rear yard requirements;
- Shared Parking and Project Compliance Review;
- Project Permit Compliance Review;
- Demolition permits;
- Grading, excavation, foundation, and associated building permits;
- Haul Routes; and
- Other permits and approvals as deemed necessary.

ENVIRONMENTAL REVIEW PROCESS

The proposed project was reviewed by the Los Angeles Department of City Planning, Environmental Review Unit, which determined that the proposed project required the preparation of an Environmental Impact Report (EIR).

Comments from identified responsible and trustee agencies, as well as from interested parties regarding the scope of the Draft EIR, were solicited through a Notice of Preparation (NOP) process. The NOP for the Draft EIR was circulated for a 30-day review period starting on February 4, 2009 and ending on March 6, 2009. Refer to Appendix A to the Draft EIR for a copy of the NOP and the written comments submitted to the Planning Department in response to the NOP. All NOP comments relating to the EIR were reviewed and the issues raised in those comments were addressed, to the extent feasible, in the Draft EIR.

On January 7, 2010, the City released the Draft EIR for public comment. The comment period was 45 days, ending on February 22, 2010, as provided for by the California Environmental Quality Act (CEQA).

Before approving a project, the CEQA requires the lead agency to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines, as follows:

The Final EIR shall consist of:

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

In accordance with CEQA Statute Section 21092.5(a) the lead agency must provide each agency that commented on the Draft EIR with a copy of the lead agency's proposed response at least 10 days before certifying the Final EIR.

FINAL EIR ORGANIZATION

This document, together with the Draft EIR for the proposed project and the Technical Appendices to the Draft EIR, constitute the "Final EIR" for the proposed project. The Draft EIR consisted of the following:

- The Draft EIR, which included the environmental analysis for the proposed project; and
- Technical Appendices, which included:
 - Appendix A: NOP/Initial Study, NOP Comment Letters, and Phase I ESA (Partial)
 - Appendix B: Air Quality Worksheets
 - Appendix C: Historic Resources Technical Reports
 - Appendix D: Noise Worksheets
 - Appendix E: Traffic Impact Study
 - Appendix F: Water Supply Assessment
 - Appendix G: Gauging Study

This Final EIR is organized in the following sections:

I. Introduction

This section is intended to provide a brief overview of the proposed project description, CEQA requirements and EIR history for the proposed project.

II. List of Commentors

This section includes a list of public agencies and private individuals who submitted comments on the Draft EIR.

III. Responses to Comments

This section includes detailed responses to the comment letters submitted to the City in response to the Draft EIR. Copies of the original comments letters are included in Appendix A to this Final EIR.

IV. Corrections and Additions

This section provides the corrections and additions that have been incorporated into the Draft EIR in response to the comments submitted during the public review period.

V. Mitigation Monitoring Plan

This section includes a list of the required mitigation measures and includes detailed information with respect to the City's policies and procedures for implementation of the recommended mitigation measures. This Mitigation Monitoring Program (MMP) identifies the monitoring phase, the enforcement phase and the applicable department or agency responsible for ensuring that each recommended mitigation measure is implemented.

Appendices to the Final EIR

- Appendix A: Comment Letters
- Appendix B: Traffic Signal Warrant Analysis for Option A

II. LIST OF COMMENTORS

The following organizations/persons provided written comments on the Draft EIR to the Los Angeles Department of City Planning during the formal 45-day public review period from January 7, 2010 through February 22, 2010:

State of California

1. Scott Morgan, Acting Director
Governor's Office of Planning and Research
State Clearinghouse
1400 10th Street, P.O. Box 3044
Sacramento, CA 95812-3044
2. Elmer Alvarez
Caltrans- District 7 IGR / CEQA Coordinator
Planning Division/CEQA MS 16
100 S. Main Street
Los Angeles, CA 90012

Local Agencies

3. Dave Singleton, Program Analyst
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 9581.
4. Brent Lorscheider, Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles
5. Natali Kassis
Civil Engineering Associate
Los Angeles Department of Water And Power
Water Resources Development Group

- 5a. Rena Perez, Director
Master Planning and Demographics
Los Angeles Unified School District
Facilities Services Division
333 S. Beaudry Avenue, 23rd Floor
Los Angeles, CA 90017

Neighborhood Associations

6. John H. Arnold, AIA
United Neighborhoods Neighborhood Council
7. Stevie Stern, President
United Neighborhoods of the Historic Arlington Heights, West Adams and Jefferson Park
Communities Neighborhood Council
P.O. Box 19219
Los Angeles, CA 90019
8. Signature Illegible
Professor Emeritus, University Of Cape Town
West Adams Avenue Association
2521 7th Avenue
Los Angeles CA 90018
9. Eric Bronson
Vice President, Historic Preservation
West Adams Heritage Association
2263 Harvard Boulevard
Historic West Adams
Los Angeles, CA 90018
10. Myrna Allen On Behalf Of
The Avenues Neighborhood Watch And Association
1615 6th Ave
Los Angeles, CA 90019
11. Myrtle Bankhead, On Behalf Of
The Avenues Neighborhood Watch And Association
1615 6th Ave
Los Angeles, CA 90019

12. Taji Coleman On Behalf Of
The Avenues Neighborhood Watch And Association
1615 6th Ave
Los Angeles, CA 90019

Individuals

13. Craig Bartelt & Nick Mercado
1808 Buckingham Road
Los Angeles, CA 90019
14. Lore Hilburg, Esq.
1651 Virginia Rd.
Los Angeles, CA 90019
15. Jennifer Johnson
Team-Johnson@Ca.Rr.Com
16. Patricia Judice
1614 S. Victoria Avenue
Los Angeles, CA 90019
17. Detra McFarland
Dmcfarland2@att.net
18. Joseph McManus
McManus Restoration
1648 Buckingham Rd
La Fayette Square
Los Angeles, CA 90019
19. Laura Meyers
Independent Journalist
1818 South Gramercy Place
Los Angeles, CA 90019
20. Laura Meyers
Independent Journalist
1818 South Gramercy Place
Los Angeles, CA 90019

II. List of Commenters

21. Laura Meyers
Independent Journalist
1818 South Gramercy Place
Los Angeles, CA 90019

22. Steven Peckman
2221 W. 30th Street
Los Angeles, CA 90018

23. Andre Price
1657 Virginia Road
Los Angeles, CA 90019

24. Daniel P. Whalen, AIA
46th Street, LLC
2554 Lincoln Boulevard #588
Venice, CA 90291

III. RESPONSES TO COMMENTS

INTRODUCTION

This section contains written responses to each of the comments on the Draft EIR received during the public review period. The responses to comments are arranged by: (1) Responses to Public Agency Comments; and (2) Responses to Public Comments. All the comment letters are included in Appendix A to this document and are shown in alphabetical order. Each letter is identified by the last name of the commenter, and each comment is delineated and numbered. The text of the individual comments is included below and is followed by a response to the comments. Corrections and additions resulting from comments on the Draft EIR are presented in Section IV, Corrections and Additions.

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LETTER NO. 1

Scott Morgan, Acting Director
Governor's Office of Planning and Research
State Clearinghouse
1400 10th Street, P.O. Box 3044
Sacramento, CA 95812-3044

COMMENT NO. 1-1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 22, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are, required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process,

RESPONSE NO. 1-1

The letter indicates that the Draft EIR was sent to various state agencies. The letter attaches two comment letters from state agencies that were received, one from Caltrans and the other from the Native American Heritage Commission. Please see Comment Letters Nos. 2 and 3, respectively,

for these letters and the associated responses. In addition, the letter indicates that the City has complied with the State Clearinghouse requirements. The letter does not include a specific comment regarding the contents of the Draft EIR and, thus, no further response is necessary.

LETTER NO. 2

Elmer Alvarez
Caltrans- District 7 IGR / CEQA Coordinator
Planning Division/CEQA MS 16
100 S. Main Street
Los Angeles, CA 90012

COMMENT NO. 2-1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is to develop a mixed-use project with residential and retail-commercial uses within the West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles.

RESPONSE NO. 2-1

The comment provides a description of the proposed project and is introductory in nature and briefly summarizes the project. The comment does not include a specific comment regarding the contents of the Draft EIR. However, the letter will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the proposed project.

COMMENT NO. 2-2

On page IV.G-3, Arlington Avenue, our records indicate that Arlington Ave. at the 1-10 westbound ramps provide two through lanes plus a left turn lane instead of three through lanes in the southbound direction.

RESPONSE NO. 2-2

The description of Arlington Avenue provided on page IV.G-3 of the Draft EIR has been revised to the following:

Arlington Avenue is designated a north-south Secondary Highway. It is a continuation of Wilton Place at Olympic Boulevard that extends southerly and becomes Van Ness Avenue at 54th Street. In the project vicinity, Arlington Avenue generally provides two through lanes in each direction. However, immediately north of the Santa Monica Freeway westbound ramps, the roadway widens to provide three lanes in the southbound direction.

Although a Type I arrow pavement marking is present in the innermost southbound travel lane north of the Santa Monica Freeway westbound ramps, this lane becomes an exclusive left-turn lane for vehicles accessing the Santa Monica Freeway eastbound on-ramp south of the westbound ramps. Left-turns are prohibited during the weekday A.M. and P.M. peak commute periods (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 7:00 P.M.) at Venice Boulevard, Washington Boulevard and Adams Boulevard. On-street parking is generally provided, except at some portions of the roadway where parking is prohibited from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 7:00 P.M. Approximately one mile southeast of the project site, Arlington Avenue provides full ramp access with the Santa Monica Freeway.

Since approximately one-quarter to one-half of the southbound vehicles on Arlington Avenue approaching the I-10 Freeway interchange are destined for the I-10 Freeway eastbound on-ramp during the peak hours, no lane utilization imbalances are expected to occur among the three southbound travel lanes at the intersection with the I-10 Freeway westbound ramps. Therefore, the volumes and capacities for all three southbound lanes which provide for through movements at this intersection have appropriately been included and analyzed as either through or shared through/right-turn lanes.

COMMENT NO. 2-3

On Table IV.G-3 and Table IV.G-4, the project is using as high as 40% of the trip volume for trip credit reduction when calculating project trip volume. The assumption of trip reduction seem unreasonably high, please justify.

RESPONSE NO. 2-3

Tables IV.G-3 and IV.G-4 of the Draft EIR summarize the trip generation estimates for Options A and B, respectively. Under either option, the proposed project would consist of a mix of residential and commercial uses. Vehicle trip reductions are expected to occur due to the presence of multi-use or internal trips within the site, as well as site person trips being made through the use of public transportation, walk-in trips, and pass-by trips.

The Traffic Study, which is provided in Appendix E of the Draft EIR, was prepared under the direction of the City of Los Angeles Department of Transportation (LADOT) for the City of Los Angeles, the lead agency under CEQA for the proposed project. As lead agency, the City must decide upon rational and reasonable methods in order to determine the scope and methodology of each portion of the environmental analysis. The person-trip mode split rates and corresponding vehicle trip adjustment factors used for the analysis were selected based on the project's mix of uses, site layout, and proximity to alternative transportation modes. For example, several Los

Angeles County Metropolitan Authority (Metro) and LADOT bus routes have stops within approximately one-quarter mile of the project site; the Metro Purple Line subway runs within two miles of the project site; the Exposition Light Rail Transit (LRT) Line and Bike Path is under construction and will run approximately one mile south of the project site; and Metro has proposed the Crenshaw Transit Corridor project to provide either bus rapid transit (BRT) or LRT along a general north-south alignment within approximately one-half mile of the project site. The pass-by trip reductions were based on standard pass-by trip rates defined in the LADOT Traffic Study Policies and Procedures (Attachment “G” – LADOT Policy on Pass-by Trips), which are based on data published by the Institute of Transportation Engineers (ITE).

More specifically, the trip reduction factors are, generally, the same for the same uses proposed in both Options A and B. However, Option B does not include rental live/work units or restaurant space, but includes a greater shopping center component (approximately 237,000 sf) than Option A (approximately 82,500 sf). Because of the relative sizes of the shopping center components proposed, it is expected that customers under Option B would be drawn from a larger region than those under Option A. Under the City’s Policy on Pass-by Trips established by LADOT, as a shopping center increases in size it becomes more of a region-serving destination and subsequently has a lower pass-by trip rate. Based on the shopping center component sizes proposed, the pass-by trip rates are 40% and 30% for Options A and B, respectively.

COMMENT NO. 2-4

The project is about 1,000 feet away from Caltrans Right-of-Way, 1-10. From Table IV.G-3 Project Trip Generation (Option A), the project would generate 2,929 average daily traffic and 203/252 trips during AM/PM peak. From Table IV.G-4 Project Trip Generation (Option B), the project would generate 4,055 average daily traffic and 162/376 trips during AM/PM peak. We understand that per Los Angeles County CMP criteria, a freeway mainline traffic analysis is not required. However, the record should show that freeway 1-10 segments in the vicinity of the proposed project already experience significant delays, Level of Service (LOS) F, during AM and PM peak periods. Therefore, the combine effect of the project with that of about 31 related projects within the community plan, might be cumulative significant to 1-10 and nearby on-and-off ramps at Arlington Ave, and Crenshaw blvd. [sic]

RESPONSE NO. 2-4

The Traffic Study was prepared under the direction of the LADOT for the City of Los Angeles, the lead agency under CEQA for the proposed project. The City uses the methodology provided by the Congestion Management Program (CMP) for Los Angeles County (Metro, July 22, 2004) to

evaluate regional traffic impacts. Accordingly, the Traffic Study utilized the methodology contained in the CMP document for evaluating regional traffic impacts.

As indicated in the Traffic Study and in Section IV.G, Transportation/Circulation, of the Draft EIR, the adopted CMP guidelines require the traffic impact analysis to include mainline freeway locations where the project would add 150 or more trips, in either direction, during either the A.M. or P.M. weekday peak hours. Given the project trip generation summaries shown in Tables IV.G-3 and IV.G-4 of the Draft EIR and the trip distribution percentages included on Figures IV.G-4/IV.G-5 and Figures IV.G-8/IV.G-9 of the Draft EIR for Options A and B, respectively, no freeway mainline locations would experience 150 or more project-related trips in one direction during the peak hours.

Further, the intersections of the freeway ramps with the surface street system are expected to form the largest potential capacity constraints for each ramp location. Analyzing the ramp/surface street intersections is considered by the City to be a reasonable manner by which to identify potentially significant traffic impacts and develop appropriate mitigation. The Traffic Study analyzes potential impacts at 16 study intersections. Intersections 9, 10, 11, and 12 are the intersections of Crenshaw Boulevard and Arlington Avenue with the I-10 Freeway ramps. Table IV.G-2 of the Draft EIR provides the existing levels of service at the 16 study intersections. Table IV.G-6 of the Draft EIR provides the future levels of service at the 16 study intersection without the project; Tables IV.G-7 and IV.G-8 provide the future “with project” levels of service at the study intersections for Option A and Option B, respectively. As shown in Table IV.G-2 of the Draft EIR, the intersection of the I-10 Freeway eastbound ramp and Arlington Avenue currently functions at LOS F in the A.M. peak hour and LOS D in the P.M. peak hour. The other three I-10 Freeway ramp intersections on Crenshaw Boulevard and Arlington Avenue function at LOS A or B in the A.M. and P.M. peak hours.

COMMENT NO. 2-5

We would like to request a ramp analysis on both directions utilizing the Highway Capacity Manual methodology for all off ramps (Arlington Ave., Crenshaw Blvd., and La Brea Ave.) impacted by the additional traffic due to the project and cumulative projects. The analysis should include queue length to determine whether traffic will back up to freeway through lanes.

RESPONSE NO. 2-5

Based on City of Los Angeles traffic impact analysis standards, which are considered adequate to identify all significant project traffic impacts, Critical Movement Analysis (CMA) was used to evaluate traffic operations at the study area intersections. As shown in Tables IV.G-7 and IV.G-8 of the Draft EIR for Options A and B, respectively, this methodology identified significant project traffic impacts at two intersections under each project option and was used to identify appropriate

mitigation measures. Please see Response to Comment No. 2-4 for a more detailed discussion regarding the analysis of potential impacts to the I-10 Freeway.

COMMENT NO. 2-6

We encourage the City of Los Angeles to work with Caltrans in developing mitigation alternatives that would be feasible and mutually acceptable. These may include but not limit to vehicle trip reducing strategies, improvements to public transit, and/or a local shuttle bus, and a Project Study Report (PSR). Caltrans also accepts fair share funding contributions toward pre-established of future highway improvements.

RESPONSE NO. 2-6

The City of Los Angeles policy is to follow the CMP for Los Angeles County. Any improvements to the regional highway system in Los Angeles County, beyond those required to offset the significant impacts of an individual project, should be implemented through the Los Angeles County CMP process or other regional programs.

COMMENT NO. 2-7

We note mitigation Measure G-15: Re-stripe Arlington Avenue to add a through lane at the 1-10 Freeway eastbound ramps in the northbound direction. This additional through lane would extend north of the eastbound ramps and align with the left-turn trap lane at the 1-10 Freeway westbound ramps. We would like to remind you that any work to be performed within the State Right-of-way will need an Encroachment Permit from the California Department of Transportation. Any modifications to State facilities will need to meet all mandatory design standard and specifications.

RESPONSE NO. 2-7

The comment indicates that the implementation of Mitigation Measure G-15 would require work within State right-of-way. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. However, the City acknowledges that any work to be performed within State right-of-way will require an Encroachment Permit from Caltrans. In addition, any work to be performed within City right-of-way will require a B-Permit. The Applicant shall be required to obtain the necessary permits for work to be performed within State and City rights-of-way.

COMMENT NO. 2-8

In the spirit of mutual cooperation, we would like to invite the lead agency, City of Los Angeles, and the consultant to the Caltrans office to discuss project generated traffic impacts on the State facilities and mitigation measures that could alleviate traffic congestion in the future. We would also like to discuss possible transportation solutions to accommodate future developments. Please contact this office at your earliest convenience to schedule a meeting.

RESPONSE NO. 2-8

The Traffic Study, which is provided in Appendix E of the Draft EIR, analyzes the potential for significant project traffic impacts at 16 local study intersections, on residential street segments, at regional intersections and freeway segments, and on the public transit system. At those locations determined to have potential significant project traffic impacts, mitigation measures have been recommended to reduce the significant impacts to less than significant levels, to the extent feasible. Included in these mitigation measures is compliance with the provisions of the TDM Ordinance within the City of Los Angeles Municipal Code (LAMC). Compliance with the City's TDM Ordinance would further reduce the number of vehicle trips generated by the proposed project. The recommendation for mutual agency cooperation is acknowledged and will be forwarded to the decision-makers for consideration.

COMMENT NO. 2-9

Any transportation of heavy construction equipment and/or materials that require the use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods.

RESPONSE NO. 2-9

The comment regarding the need for a Caltrans transportation permit for the transportation of heavy construction equipment and/or materials that require the use of oversized-transport vehicles on State highways is acknowledged. The Applicant will obtain the necessary Caltrans haul route permit required for the heavy construction equipment used for site excavation.

As indicated in Section IV.G, Transportation/Circulation, of the Draft EIR, to ensure that construction traffic impacts remain less than significant, Mitigation Measure G-1 has been revised to include that large size trucks be limited to off-peak commute periods, to the extent feasible.

Mitigation Measure G-1: Prior to the start of construction, the Applicant shall develop a Construction Staging and Traffic Management Plan to be implemented during construction of the proposed project. The Construction Staging and Traffic Management Plan shall identify haul routes and all traffic control measures (including the use of flag persons and appropriate detour signage, and limiting large size trucks to off-peak commute periods, to the extent feasible) to be implemented by the construction contractor through the duration of demolition and construction activities associated with the project. The Construction Staging and Traffic Management Plan shall be subject to final approval by LADOT.

COMMENT NO. 2-10

If you have any questions, please feel free to contact me at (213) 897-6696 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 100113AL.

RESPONSE NO. 2-10

The comment does not include a specific comment regarding the contents of the Draft EIR. Thus, no further response is necessary.

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LETTER NO. 3

Dave Singleton, Program Analyst
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 9581.

COMMENT NO. 3-1

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21 070 for the protection and preservation of California's Native American Cultural Resources., (Also see *Environmental Protection Information Center v. Johnson (1985) 170 Cal App. 3rd 604*) The California Environmental Quality Act (CEQA - CA Public Resources Code §2100021177, amended in 2009) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a. substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural resources **were not identified** within one-half mile of the APE. There are, however, Native American cultural resources in close proximity to the APE.

RESPONSE NO. 3-1

Cultural resources were addressed in the Initial Study for the project. As indicated in Section V. of the Initial Study, which is contained in Appendix A of the Draft EIR, a cultural resources records search was conducted. As indicated in the comment, Native American Cultural resources were not identified within one-half mile of the site. Mitigation Measure V-1 is included in the Mitigation Monitoring Program (MMP) to ensure that potential impacts to archaeological resources remain at a less than significant level.

COMMENT NO. 3-2

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning Processes.. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation (OHP) Coordinator's office (at (916) 653-7278, for referral to the nearest OHP Information Center of which there are 11.

Consultation with tribes and interested Native American tribes and individuals, as consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA(16 U.S.C. 470 [f]*et se*), 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate..

RESPONSE NO. 3-2

As indicated in the Initial Study, which is contained in Appendix A of the Draft EIR, a cultural resources record search was conducted through the California Historical Resources Information System Southern Central Coastal Information Center (CHRIS-SCCIC). Section 106 is not required for the project as there is no Federal involvement.

COMMENT NO. 3-3

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. [sic] §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American.. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

RESPONSE NO. 3-3

As indicated in Section V. of the Initial Study, a Sacred Lands Search was conducted for the project. As indicated in the Initial Study, the NAHC results noted, however, that the absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Mitigation Measure V-8 is included in the MMP to ensure compliance with the regulatory requirements and to ensure that impacts relative to an accidental discovery of any human remains would remain less than significant.

COMMENT NO. 3-4

Again. Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines). when significant cultural resources are discovered during the course of project planning and implementation.

RESPONSE NO. 3-4

The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

LETTER NO. 4

Brent Lorscheider, Division Manager
 Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles

COMMENT NO. 4-1

This is in response to your January 7, 2010 letter requesting a review of your proposed project. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for either Option A or Option B for the proposed project.

RESPONSE NO. 4-1

The comment is general in nature and does not state a specific concern or question regarding the information presented in the Draft EIR. Section IV.H.2, Wastewater, of the Draft EIR was prepared based on information obtained from the City of Los Angeles Department of Public Works in a comment letter on the Notice of Preparation (NOP) of the Draft EIR as well as the gauging study prepared by the Bureau of Sanitation. The comment letter on the NOP is provided in Appendix A of the Draft EIR and the gauging study is provided in Appendix G of the Draft EIR.

COMMENT NO. 4-2

WASTEWATER REQUIREMENT

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

Projected Wastewater Discharges for the Proposed Project:

Option A

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Existing</i>			
Retail	80 GPO/1000 SQ.FT	72,931 SQ.FT	(5,834)
Post Office	150 GPO/1000 SQ.FT	16,056 SQ.FT	(2,408)
Restaurant	300 GPO/1000 SQ.FT	8,685 SQ.FT	(2,605)



III. Responses to Comments

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Office	150 GPO/1000 SQ.FT	1,500 SQ.FT	(225)
Dental Office	250 GPO/1000 SQ.FT	1,500 SQ.FT	(375)
Barber Shop	100 GPO/1000 SQ.FT	960 SQ.FT.	(96)
Beauty Parlor	280 GPO/1000 SQ.FT	740 SQ.FT	(207)
Laundry Mat	170 GPO/50 SQ.FT	740 SQ.FT	(2,516)
Parking	20 GPO/1000 SQ.FT	198,634 SQ.FT	(3,973)
Proposed			
Studio	80 GPD/DU	346 DU	27,680
Residential (1-BR)	120 GPD/DU	110 DU	13,200
Residential (2-BR)	160 GPD/DU	76 DU	12,160
Residential (3-BR)	200 GPD/DU	15 DU	3,000
Retail	80 GPD/1000 80.FT	82,539 80.FT	6,603
Restaurant	300 GPD/1000 80.FT	24,330 80.FT	7,299
Parking	20 GPD/1000 80.FT	444,91880FT	8,898
Total			60,601

Option B

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Retail	80 GPD/1000 SQ.FT	72,931 SQ.FT	5,834
Post Office	150 GPD/1000 SQ.FT	16,056 SQ.FT	2,408
Restaurant	300 GPD/1000 SQ.FT	8,685 SQ.FT	2,605
Office	150 GPD/1000 SQ.FT	1,500 SQ.FT	(225)
Dental Office	250 GPD/1000 SQ.FT	1,500 SQ.FT	(375)
Barber Shop	100 GPD/1000 SQ.FT	960 SQ.FT	(96)
Beauty Parlor	280 GPD/1000 SQ.FT	740 SQ.FT	(207)
Laundry Mat	170 GPD/50 SQ.FT	740 SQ.FT	12,516)
Parking	20 GPD/1000 SQ.FT	198,634 SQ.FT	(3,973)
Proposed			
Studio	80 GPD/DU	175 DU	14,000
Residential (1-BR)	120 GPD/DU	75 DU	9,000
Residential (2-BR)	160 GPD/DU	75 DU	12,000
Residential (3-BR)	200 GPD/DU	17 DU	3,400
Retail	80 GPD/1000 SQ.FT	176,125SQ.FT	14,090
Restaurant	300 GPD/1000 SQ.FT	25,100SQ.FT	7,530
Office	150 GPD/1000 SQ.FT	35,900 SQ.FT	5,385
Parking	20 GPD/1000 SQ.FT	503,000 SQ.FT	10,060
Total			57,226

RESPONSE NO. 4-2

Section IV.H.2, Wastewater, of the Draft EIR presents tables that indicate the existing estimated wastewater generation and the estimated wastewater generation for Option A and Option B. Please see Table IV.H-8 for estimated wastewater generation from the existing uses, Table

IV.H-11 for estimated wastewater generation from Option A and Table IV.H-12 for estimated wastewater generation from Option B. The numbers provided in the comment above are the same as the numbers presented in the Draft EIR.

COMMENT NO. 4-3

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes the existing 8-inch line on Washington Blvd. The sewage from the existing line flows into an 8-inch line on Victoria Ave and continues into a 15-inch and then 21-inch line on Adams Blvd before finally discharging into the 99-inch line on La Cienega Blvd. The current flow level (d/D) in the 8-inch line on Washington Blvd cannot be determined at this time.

Based on our existing gauging information, the current approximate flow level (d/D), the projected (d/D) upon discharge of proposed flows, and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)'	Projected d/D (%)	50% Design Capacity
8	Washington Blvd	*	45	383,730 GPO
8	Victoria Ave	49	60	229,323 GPO
15	Adams Blvd	58	75	949,568 GPO
21	Adams Blvd	87	FULL	1.65 MGD
99	La Cienega Blvd	58	65	84.03 MGD

* No gauging available

Based on the estimated flows, it appears the 21-inch sewer line is currently flowing full. Since the public sewer has insufficient capacity, the developer will be required to build sewer lines to a point in the sewer with sufficient capacity. Further detailed gauging and evaluation may be needed as part of the permit process to identify a sewer connection point. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

RESPONSE NO. 4-3

The table provided by BOS presents BOS's currently preferred conveyance route from the project site to the 99-inch line in La Cienega Boulevard. The table indicates that La Cienega Boulevard would be accessed via existing lines in Washington Boulevard, Victoria Avenue, and Adams Boulevard. BOS staff has further indicated that the preferred route outlined in Comment No. 4-3 is valid for a period of six months.¹ As is the case with all new development projects, actual routing is dependent on the design capacities of sewer lines at the time of project approval. The table provided by BOS indicates that the larger, 21-inch sewer line in Adams Boulevard is currently at capacity (full) while the existing 15-inch line in Adams Boulevard that feeds into the 21-inch sewer line has available capacity. The table also indicates that the non-gauged 8-inch line in Washington Boulevard outlets into another 8-inch line in Victoria Avenue which has been gauged to show adequate capacity.

Other information provided by BOS staff indicates that all local lines immediately adjacent to the project site outlet into Adams Boulevard. An alternate route that would avoid the link to La Cienega Boulevard via Adams Boulevard consists of a connection to the 8" line under Crenshaw Boulevard (Connection #51709111), which BOS staff has indicated has available capacity.² Therefore, it is likely that 50 percent of the wastewater would be taken to the Washington/Adams sewer line and the other 50 percent of the wastewater would be taken to the Crenshaw/Venice sewer line. This approach would require the construction of an approximately 850 foot sewer extension, which would run from the site along Washington Boulevard to the west to Crenshaw Boulevard. The line would run north along Crenshaw Boulevard to the first manhole, approximately 80 to 100 feet.

At present, the Department of Public Works has an approved Capital Improvements Program (CIP) for the design and construction of a 1.67-mile, 36-inch diameter relief sewer under Adams Boulevard to provide capacity relief for the existing 21-inch Adams Boulevard sewer. According to the project information report for the Adams Boulevard relief sewer, the d/D (capacity) for the existing 21-inch line in Adams Boulevard is expected to rise to ¾ full by the year 2025.³ This may indicate that short-term capacity may be available in the existing 21-inch line until

¹ Telephone conversation with Abdul Danishwar,, BOS Wastewater Engineering Services Division, May 13, 2010.

² Telephone conversations with Rowena Lau, BOS Wastewater Engineering Services Division, April 26, 2010 and June 28, 2010.

³ City of Los Angeles, Department of Public Works, Bureau of Engineering, Project Information Report, Adams Boulevard Relief Sewer (received May 14, 2009).

the construction of the relief sewer, which is anticipated to begin in July 2013. Construction of additional linkages, including a new connection point, to access the 15-inch line may be required. However, as stated in the comment, further detailed gauging and evaluation would be needed as part of the permit process to identify a sewer connection point, and the final approval for sewer capacity and connection permit would be made at that time.

Because the project is located in an area of the city crossed by a network of sewer lines that may provide a range of alternative routing, the following mitigation measure has been added to the EIR to ensure that impacts with regard to sewer infrastructure remain less than significant:

Mitigation Measure H.2-1: Prior to issuance of Certificate of Occupancy, the Applicant shall implement one of either of the following:

Arrange for the design and construction of connection to the 8-inch line under Crenshaw Boulevard (Connection #51709111) to accommodate 50% of the project flow if the Bureau of Engineering determines that the connection is feasible as determined by available capacity and the design elevations from the project site.

If connection to the 8-inch line is determined to be infeasible, the Applicant shall make a fair share contribution for the design and completion of the 36-inch diameter relief sewer under Adams Boulevard.

The project would result in the connection to existing sewer lines and not the development of new lines. All projects must connect to sewer lines and the development includes such connections. In this case, the connection would result in a greater amount of linear construction than would typically occur (i.e., approximately 850 feet of connection). However, the pipeline would be located in Washington Boulevard and Crenshaw Boulevard. The air quality and noise analyses contained in the Draft EIR are conservative and assume a construction mix that is likely greater than what would occur at any given time. The construction equipment mix currently assumed in the analysis is sufficient to include sewer extension construction. In addition, the land uses along the stretch in which the pipeline would be installed are not sensitive uses and localized construction air and noise impacts would be less than significant. With regard to traffic during construction of the sewer line, the project would be required to develop a Construction Staging and Traffic Management Plan (Mitigation Measure G-1), which would ensure that construction traffic impacts related to the sewer construction would be less than significant.

COMMENT NO. 4-4

STORMWATER REQUIREMENTS

The Bureau of Sanitation, Watershed Protection Division is charged with enforcement of the provisions of the National Pollutant Discharge Elimination System (NPDES) permit.

SUSMP AND STORM WATER INFILTRATION

The proposed project is subjected to Standard Urban Stormwater Mitigation Plan (SUSMP) regulations. The proposed project is required to incorporate measures to mitigate the impact of stormwater runoff as outlined in the guidance manuals titled "Development Best Management Practices Handbook - Part B: Planning Activities". In addition the "SUSMP Infiltration Requirements and Guidelines" prioritizes the use of infiltration and bio-filtration systems as the preferred methods to comply with SUSMP requirements. These documents can be found at: www.lastormwater.org/Siteorg/businesses/susmp/susmpintro.htm. It is advised that input regarding SUSMP requirements be received in the early phases of the project from SUSMP review staff.

RESPONSE NO. 4-4

The Initial Study prepared for the proposed project in accordance with CEQA Guidelines, Appendix G (attached as Appendix A of the Draft EIR) determined that the proposed project would not exceed the hydrology or water quality thresholds, including violation of water quality or discharge standards, substantial depletion of groundwater supplies or alteration of existing drainage patterns, or creation of new runoff that would exceed the capacity of existing drainage systems. As such, the determination was made that no further analysis of hydrology and water quality in an environmental impact report would be required (see Initial Study, Section VIII (a) through (j)). However, the proposed project would be required to comply with all existing, applicable water quality regulations during construction and operation, including the preparation of a SUSMP during proposed project operation. Thus, the proposed project would comply with the requirements stated in the comment.

COMMENT NO. 4-5

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-

of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. If the proposed project includes public right-of-way improvements and presents an opportunity to include Green Street elements as part of the project. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways. For more information regarding implementation of Green Street elements, please call Wing Tam at (213) 485-3985.

RESPONSE NO. 4-5

The Green Street Initiative has not been adopted and is not currently applicable to the proposed project. However, the proposed project would support the intention of the Green Street Initiative through compliance with SWPPP requirements and implementation of BMPs during project construction. In addition, the proposed project would support the Initiative through the required SUSMP permit, which includes the capture, retention, and filtering of stormwater. The proposed project would also support the Green Street Initiative by providing more street trees and street-side landscaping at the project site than under current conditions. The proposed project would also support the Green Street Initiative through its consistency with the City's Walkability Checklist, as discussed in Section IV.D, Land Use, beginning on page IV.D-43 and in Table IV.D-3 of the Draft EIR, by improving the pedestrian environment around the site through the provision of landscaping along the street frontages;

COMMENT NO. 4-6

WET WEATHER EROSION CONTROL

A Wet Weather Erosion Control Plan is required for construction during the rainy season (between October 1 and April 15 per Los Angeles Building Code, Sec. 7002). For more information, please see attached Wet Weather Erosion Control Guidelines.

STORM WATER POLLUTION PREVENTION PLAN

A Storm Water Pollution Prevention Plan (SWPPP) is required for land disturbance activities over one acre. The SWPPP must be maintained on-site during the duration of construction. WPD staff is available at your request to provide guidance on stormwater issues. Should you have any questions, please contact Meher Irani of my staff at (213) 485-0584.

RESPONSE NO. 4-6

The issue of erosion during construction was considered in the Initial Study, which is contained in Appendix A of the Draft EIR. As discussed in Section VI.b) of the Initial Study, the proposed project would be required to comply with existing water quality regulations, including the preparation and implementation of a Wet Weather Erosion Control Plan and a SWPPP during project construction to the satisfaction of the Department of Public Works. Thus, the proposed project would comply with the requirements stated in the comment.

COMMENT NO. 4-7

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that apply to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Special Projects Division.

Special Projects staff is available at your request to provide guidance on solid resource issues. Should you have any questions, please contact Daniel Hackney at (213)485-3684.

RESPONSE NO. 4-7

The issue of solid waste generation and recycling was considered in the Initial Study, which is contained in Appendix A of the Draft EIR. As indicated in Response XVI.g) of the Initial Study “Option A and Option B would comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. In accordance with the City’s Space Allocation Ordinance (No. 171687), which requires that all new development projects provide an adequate recycling area or room for collecting and loading recyclable materials, the project would provide on-site recycling collection facilities for residents, employees, and visitors.⁴ Additionally, the project would promote compliance with the California Integrated Waste Management Act of 1989 (AB939) through source reduction and recycling programs.” In addition, a mitigation measure is included in the Initial Study that shall require the provision of recycling bins at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. Therefore, the proposed project would comply with the California Solid Waste Reuse and Recycling Access Act of 1991, as amended. The letter will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the proposed project.

⁴ Ordinance No. 171687 adopted by the Los Angeles City Council on August 6, 1997.

LETTER NO. 5

Natali Kassis
Civil Engineering Associate
Los Angeles Department of Water And Power
Water Resources Development Group

COMMENT NO. 5-1

I have reviewed the Water Utility portion of the DEIR for Washington Square Project and I have the following comment:

Although both Options A and B of Washington Square Project meet or exceed the water efficiency requirements set forth in Ordinance Numbers 172,075, 163,532 and 170,978, they don't meet all the requirements set forth in Ordinance Number 180,822; and thus they don't meet all the current City requirements (per Ordinance Number 180,823 all faucets in public restrooms must be self closing, and the maximum flow rate for public use lavatory faucets, shall be 0.5 gpm).

Thank you, and please let me know if you have any questions.

RESPONSE NO. 5-1

Section IV.H.1, Water, of the Draft EIR provides information regarding the City's regulations for water use. Section IV.H.1 contains a discussion of Chapter XII, The Water Conservation Plan of the City of Los Angeles, which is attached to the comment letter. Mitigation Measure H.1-1 is included to ensure that water conservation features shall be included in the project. The Applicant shall comply with all applicable ordinances with regard to water use and conservation. Mitigation Measure H.1-1 has been revised to clarify that all faucets in public restrooms shall be self closing, and the maximum flow rate for public use lavatory faucets shall be 0.5 gpm. Please see Section IV, Corrections and Additions, of this Final EIR. This revision to the mitigation measure does not alter the conclusions reached in the Draft EIR.

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LETTER NO. 5A (RECEIVED AFTER CLOSE OF COMMENT PERIOD)

Rena Perez, Director
Master Planning and Demographics
Los Angeles Unified School District
Facilities Services Division
333 S. Beaudry Avenue, 23rd Floor
Los Angeles, CA 90017

COMMENT NO. 5a-1

Included please find 1) MPD's response to the Public Services and Schools section of the Washington Square Project EIR and: 2) MPD's *LAUSD Schools Enrollments and Capacities Report* for the schools that may be impacted by the development project(s) in question. The report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity.

RESPONSE NO. 5a-1

The comment is introductory in nature and does not include a specific comment regarding the contents of the Draft EIR. The LAUSD's comments on the Washington Square Project Draft EIR and additional materials regarding school enrollments are addressed below. Please see Response to Comments 5a-2 through 5a-26 below.

COMMENT NO. 5a-2

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

Additional information can be found in LAUSD's 2009 "Strategic Execution Plan" at www.laschools.org/sep/, on LAUSD's Facilities main webpage at www.laschools.org/, or on LAUSD's general website, at www.lausd.net.

RESPONSE NO. 5a-2

Section IV.F-3, Schools, of the Draft EIR, provides an analysis of potential project impacts on school facilities. As indicated in Section IV.F-3, the analysis is based on information provided by the LAUSD Facilities Services Division. The Draft EIR (page IV.F-33) states “As part of an effort to create the needed additional space, LAUSD has implemented multi-track year-round school calendars at many school sites. Currently, more than 141 schools are on multi-track year-round schedules to accommodate the heavy enrollment at these facilities. Other options utilized by LAUSD to address increased enrollment and reduce class size include open enrollment and providing portable classrooms and new permanent facilities. Transportation of students from overcrowded schools to less crowded schools is also a possible method to address overcrowding, though it is not a favored solution.” Section IV.F-3 of the Draft EIR indicates that these measures are already implemented by the LAUSD. Therefore, no additional information is necessary to address this comment.

COMMENT NO. 5a-3**MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO WASHINGTON SQUARE EIR:**

Page IV.F-32, Section 2A: *"LAUSD has experienced an increase in enrollment over the last decade...year-round schedules to accommodate the heavy enrollment at these facilities."*

After growing in enrollment from 1980 to 2002, District enrollments have been declining in recent years. Enrollments are projected to again rise in future years. Building additional seats is needed in order to relieve existing overcrowding conditions, return all schools to single-track (2-semester) calendars, and allow current and future students to attend their neighborhood schools. In accordance with LAUSD's operational goal of eliminating multi-track calendars, the number of multi-track schools has been reduced to 87 schools as of SY 09-10.

RESPONSE NO. 5a-3

Section IV.F-3, Schools, of the Draft EIR provides the enrollment trend and number of multi-track and single-track schools and enrollment trends and is based on information from the LAUSD website (http://www.lausd.k12.ca.us/district_calendars.html), Office of the Chief Operating Officer in an publication entitled, “2008-2009 New and Continuing Multi-track Year-Round Schools” (May 14, 2008), and accessed in March 2009. As this information no longer reflects enrollment trends or the current number of multi-track schools, the text in Section IV.F-3 of the Draft EIR has been revised to reflect current conditions. Please see Section IV, Corrections and Additions, of this Final EIR.

COMMENT NO. 5a-4

Page IV.F-32, Section 2A: *"Other options utilized by LAUSD to address increased enrollment and reduce class size include open enrollment..."*

Open enrollment is not a method used to address increased enrollment.

Open enrollment was signed into California law in 1993 and is intended to increase parental choice options, allowing students to attend non-resident schools.

RESPONSE NO. 5a-4

The statement in the Draft EIR that open enrollment is used as an option by the LAUSD to address increased enrollment and to reduce class size has been corrected in the Final EIR. Open enrollment was not proposed in the Draft EIR to address the project's future enrollment demand. Thus, the revision does not alter the conclusions regarding the project's impact on schools serving the project site presented in the Draft EIR. Please see Section IV, Corrections and Additions, of this Final EIR.

COMMENT NO. 5a-5

Page IV.F-34, Section 2A: "LAUSD assesses school capacity based on resident enrollments (i.e. the number of students living in the school's attendance area and who are eligible to attend the school) and not actual enrollment."

School capacity is developed independent of enrollment totals.

LAUSD evaluates *seating availability* using resident enrollments (i.e. the number of students living in the school's attendance area and who are eligible to attend the school). Using resident enrollment to evaluate seating overages/shortages supports LAUSD's goal of making seats available at neighborhood schools for all students living within the school's attendance area.

RESPONSE NO. 5a-5

The comment does not contradict the statement in the Draft EIR that school capacity is not based on resident enrollments. The capacity and enrollment for schools presented in Table IV.F-7 of the Draft EIR is based on the LAUSD Schools Enrollments and Capacities Report, March 2009, and not on an analysis provided in the Draft EIR. The additional information in the comment regarding seating availability provides clarification on the manner in which the LAUSD determines seating overages and shortages. This information has been added to the Draft EIR discussion of existing

conditions. The additional information does not change the conclusions in the Draft EIR regarding the project's impact on schools. Please see Section IV, Corrections and Additions, of this Final EIR.

COMMENT NO. 5a-6

Page IV.F-34, Section 2a: *"To date, there are no plans by LAUSD to expand Arlington Heights Elementary School or Los Angeles High School."*

Arlington Heights ES and Cochran MS will be involved in boundary changes which will reduce overcrowding as a result of the opening of Central Region Elementary #13 for the 2010-2011 school year. Los Angeles HS will be involved in a boundary change which will reduce overcrowding as a result of the opening of Central Los Angeles Learning Center #1 for the 2010-2011 school year.

RESPONSE NO. 5a-6

Tables IV.F-9 and IV.F-12 of the Draft EIR, which provide projected 2013-2014 capacity and enrollment of LAUSD schools serving the project site (pages IV.F-42 and IV.F-45 of the Draft EIR), are consistent with the "LAUSD Schools and Enrollments and Capacities, future overcrowding" document attached to this comment letter. Both the LAUSD table's "future projected overcrowding" category and Draft EIR Table IV.F-9 indicate that Arlington Heights Elementary School and Los Angeles High School would experience overcrowding in the future and that Cochran Middle School would not experience overcrowding. The LAUSD Schools Enrollments and Capacities table incorporates projected enrollment for Central Los Angeles Learning Center (3,240) as a school planned to relieve known overcrowding.

The comment contains additional information regarding the boundary changes that would relieve overcrowding on Arlington Heights Elementary School and Cochran Middle School, and the opening of Central Los Angeles Learning Center to reduce overcrowding at Los Angeles High School. The information contained in the comment is useful in the understanding of the existing condition and projected future condition. This additional information has been added to the document. The addition of this information does not alter the conclusions reached in the Draft EIR regarding schools. Please see Section IV, Corrections and Additions, of this Final EIR.

COMMENT NO. 5a-7

ATTACHMENTS:

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

RESPONSE NO. 5a-7

The attachments are incorporated herein and referenced in the response to LAUSD comments, above. As discussed above, Attachment 1, LAUSD Schools Enrollments and Capacities Report (future overcrowding projections) is consistent with the findings of the Draft EIR that future overcrowding is projected for Arlington Heights Elementary School and Los Angeles High School. Attachment 2 regarding changing boundary descriptions for schools serving the project site provide no additional data by which changing enrollments in the affected schools or demand can be determined. The information provided in these documents does not alter the conclusions contained in the Draft EIR regarding the project's potential impact on schools.

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: (Update) Washington Square Project, 4020 -4080 West Washington Boulevard, Los Angeles, CA 90018
 SCHOOL YEAR: 2009-2010

(Current and projected enrollments/capacities reflect data from School Year (SY) 2009-2010. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	Current Seating Overage/Shortage	Overcrowded Now?	Projected Capacity	Projected Enrollment	Projected Seating Overage/Shortage	Overcrowding Projected in Future?
2192	ARLINGTON HTS EL	1 TRK	886	786	678	100	No	707	811	(104)	Yes
8245	COCHRAN MS	1 TRK	1637	1682	1488	(25)	Yes	1531	1499	32	No
8736	LOS ANGELES SH	3 TRK	3361	3607	3018	(248)	Yes	2279	3148	(869)	Yes
Schools Planned to Relieve Known Overcrowding											
CENTRAL LA NEW LEARNING CENTER #1 ESMSPHS (K-12 Opening Fall 2010)								3240			

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

NOTES:

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

LOS ANGELES UNIFIED SCHOOL DISTRICT
Business Services Division

LOC. CODE: 2192

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR ARLINGTON HEIGHTS SCHOOL
EFFECTIVE JULY 1, 1987 (UPDATED 7-1-94)

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 1987. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 5)

COUNTRY CLUB DRIVE * BRONSON AVENUE * COUNTRY CLUB DRIVE * FIFTH AVENUE * SEVENTEENTH STREET * ARLINGTON AVENUE * SANTA MONICA FREEWAY * THIRD AVENUE AND EXTENSION * TWENTY-FIFTH STREET * FIFTH AVENUE * ADAMS BOULEVARD * VICTORIA AVENUE AND EXTENSIONS * PICO BOULEVARD * CRENSHAW BOULEVARD.

For assistance, please call Demographic and Boundary Unit, Facilities Asset Management Division, at (213) 742-7526.

APPROVED: C. DOUGLAS BROWN, Interim Coordinator, Facilities Asset Management Division

DISTRIBUTION: School Demographic and Boundary Unit
Heritage School School Traffic and Safety Education Section
Pupil Statistics Department of Transportation, City of L. A.
Transportation Branch

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 8245

**SUBJECT: NAME CHANGE OF MOUNT VERNON MIDDLE SCHOOL
TO JOHNNIE L. COCHRAN, JR., MIDDLE SCHOOL
EFFECTIVE JANUARY 24, 2008.**

This name change does not change the intent of the attendance area boundary as it was approved for July 1, 1997. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

JOHNNIE L. COCHRAN, JR., MIDDLE SCHOOL

(GRADES 6 - 8)

OLYMPIC BOULEVARD * CRENSHAW BOULEVARD * COUNTRY CLUB DRIVE *
BRONSON AVENUE * COUNTRY CLUB DRIVE * FIFTH AVENUE * 17TH STREET *
ARLINGTON AVENUE * SANTA MONICA FREEWAY * NORMANDIE AVENUE * 29TH
STREET * ARLINGTON AVENUE * JEFFERSON BOULEVARD * EIGHTH AVENUE
AND EXTENSION * PACIFIC ELECTRIC RAILWAY * RIMPAU BOULEVARD AND
EXTENSION * WESTHAVEN STREET (BOTH SIDES EXCLUDED) * DUNSMUIR
AVENUE AND EXTENSIONS * 21ST STREET * REDONDO BOULEVARD *
WASHINGTON BOULEVARD * LA BREA AVENUE * VENICE BOULEVARD *
HIGHLAND AVENUE * SAN VICENTE BOULEVARD * PICO BOULEVARD *
RIMPAU BOULEVARD.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 633-7806.

APPROVED: JAMES A. McCONNELL, JR., Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School Master Planning and Demographics
Pupil Statistics School Traffic and Safety Education Section
Transportation Branch Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 8736

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR LOS ANGELES HIGH SCHOOL
EFFECTIVE JULY 1, 2009.

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

This boundary supersedes boundary effective July 1, 2007 (updated 7-1-2008).

This is an official copy for your file.

(GRADES 9 – 12)

WILSHIRE BOULEVARD * IRVING BOULEVARD * FIFTH STREET * GRAMERCY PLACE * SECOND STREET * GRAMERCY PLACE * FIRST STREET * WESTERN AVENUE * BEVERLY BOULEVARD * KINGSLEY DRIVE * WILSHIRE BOULEVARD * VERMONT AVENUE * OLYMPIC BOULEVARD * WESTERN AVENUE * PICO BOULEVARD * SAINT ANDREWS PLACE (BOTH SIDES EXCLUDED) * VENICE BOULEVARD * WILTON PLACE * WASHINGTON BOULEVARD * ARLINGTON AVENUE * ADAMS BOULEVARD * TENTH AVENUE * 25TH STREET AND EXTENSION * CRENSHAW BOULEVARD * 23RD STREET AND EXTENSION * VINEYARD AVENUE * 21ST STREET * REDONDO BOULEVARD * LA BREA AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School Office of Environmental Health and Safety
Transportation Branch Department of Transportation, City of L. A.
Master Planning and Demographics

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LETTER NO. 6

John H. Arnold, AIA
United Neighborhoods Neighborhood Council

COMMENT NO. 6-1

My name is John H. Arnold, and I am a resident stakeholder and board member of the United Neighborhoods Neighborhood Council, whose jurisdiction area includes the above project. I am also a California licensed architect, and my work specialty is multi-family housing, mixed use, and affordable housing. I have been involved in the discussions about the above project for two years. I have been invited by the council office for two Informal design advisories. I have reviewed portions of the current DEIR for the project, with a focus on the design of the project and the alternative schemes.

RESPONSE NO. 6-1

The comment is introductory and general in nature and presents information with regard to the commentor and their involvement with the project. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and no further response is necessary.

COMMENT NO. 6-2

Although I am a proponent of the project, in that I believe the density, use and even the residential tower are appropriate for this large site, I have serious concerns about the design and approach the project is taking to the site, as described in this DEIR. I expressed many of these same concerns in previous design review meetings with the developer, and none of them were seemingly investigated or implemented into the design.

RESPONSE NO. 6-2

The comment expresses opposition to the proposed project. However, the comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and no further response is necessary.

COMMENT NO. 6-3

My major concerns are the following:

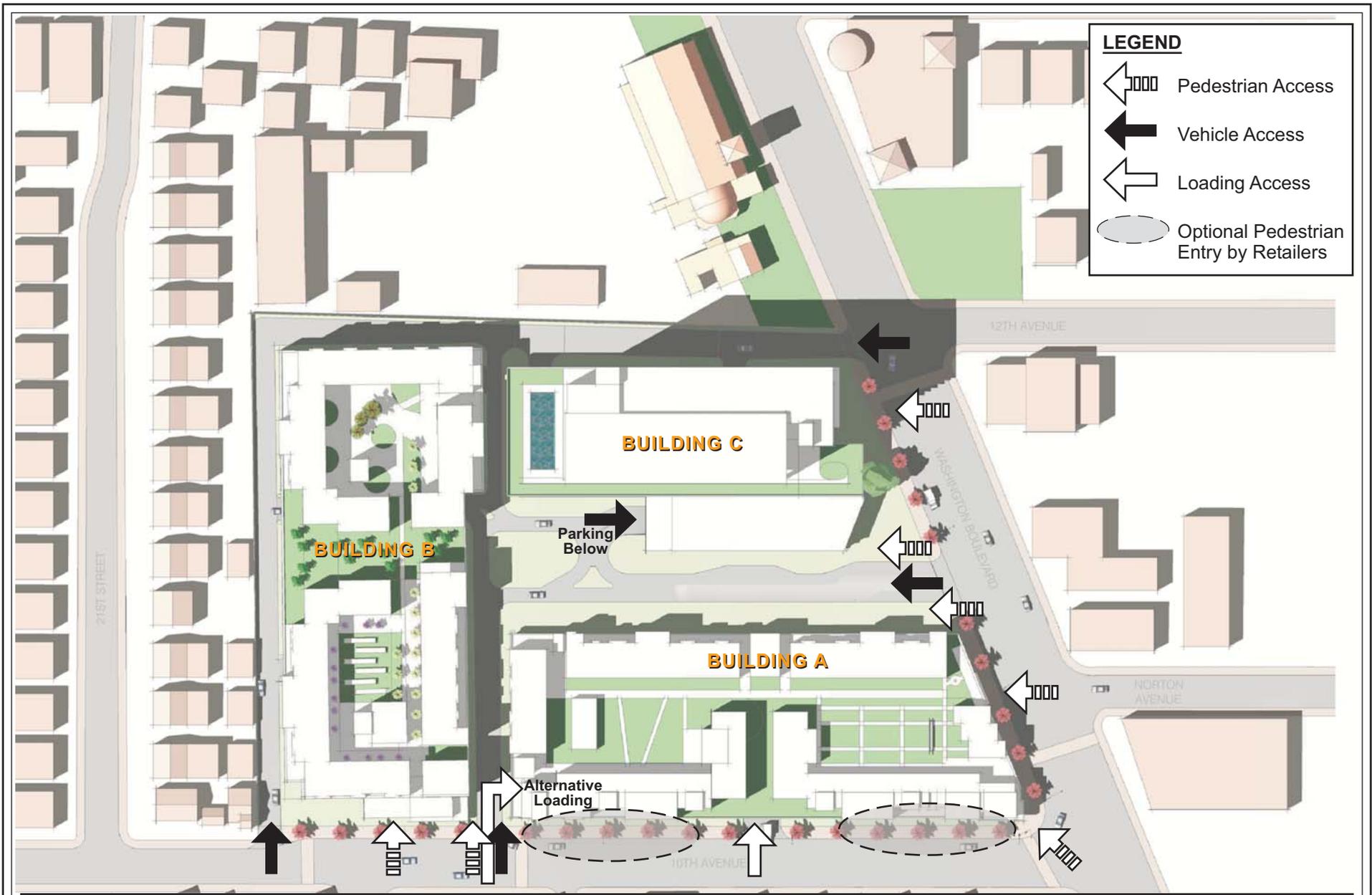
1) Despite the claims in the DEIR that the project is pedestrian oriented and pedestrian friendly, the reality is the opposite. The primary entries and plazas to the project are automobile oriented. Though pedestrian circulation may be accommodated within the project, there is no effort to engage the project with the pedestrian realm of the street.

This could be mitigated in two ways:

- a. place commercial storefronts directly on Washington in lieu of blank walls, and
- b. in lieu of two-story parking garages on 10th Avenue, to have residential uses, such as townhouses, directly fronting the street. This would enhance the residential nature of the street and provide a more pedestrian friendly experience linking the residential neighborhoods to the boulevard.

RESPONSE NO. 6-3

As discussed in the Draft EIR, pages IV.D-19 through IV.D-23 and in Table IV.D-3, Project Consistency with Walkability Checklist, both Option A and Option B would provide a range of pedestrian amenities. These would include planting shade trees along Washington Boulevard and 10th Avenue, and installing benches, sidewalk improvements, and pedestrian lighting. The central plaza would be visible and directly accessible from Washington Boulevard. No on-street parking would be allowed along the Washington Boulevard and 10th Avenue frontages. All sidewalks and crossings would be adequately marked and lit for pedestrian safety and would comply with the Americans with Disabilities Act (ADA) requirements, which would include providing pedestrian crossing signals and accessible push buttons and ensure that crosswalks include ramps up to the sidewalks. With the implementation of Mitigation Measure G-18, the project would provide a landscaped median on the west-side crossing of the Washington Boulevard and 10th Avenue intersection to decrease the crossing distance across Washington Boulevard. The undergrounding of utilities and subterranean (rather than surface) parking would also enhance the pedestrian experience. Ground floor retail and restaurant uses would be provided in Buildings A, B, and C. Figure 1, *Site Access - Option A*, on page III-39, and Figure 2, *Site Access - Option B*, on page III-40, illustrate the proposed pedestrian access points. As shown in Figures 1 and 2, direct access to the development would be available at four points along Washington Boulevard and at two points along 10th Avenue under Option A. Option B would provide two direct access points on Washington Boulevard and two points along 10th Avenue. Also as shown in these figures, retailers along Washington Boulevard and 10th Avenue would have the option to provide street-oriented entrances along the majority of the street frontages.



LEGEND

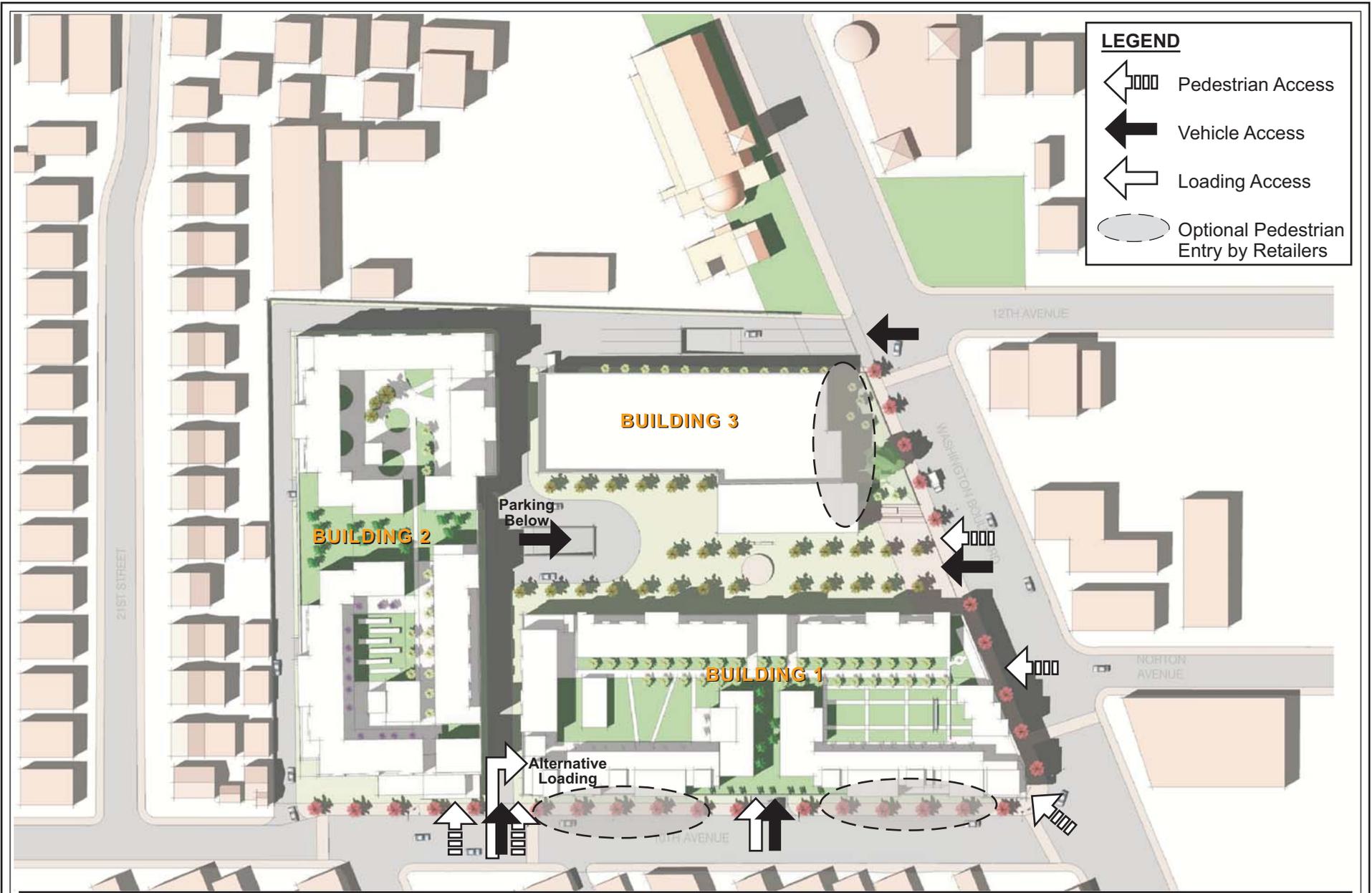
- Pedestrian Access
- Vehicle Access
- Loading Access
- Optional Pedestrian Entry by Retailers



No scale

Figure 1
Site Access - Option A

Source: Fernald Architecture and Interiors, 2010.



LEGEND

- Pedestrian Access
- Vehicle Access
- Loading Access
- Optional Pedestrian Entry by Retailers



No scale

Figure 2
Site Access - Option B

Source: Fernald Architecture and Interiors, 2010.

Figure 3, *North and East Elevations - Option A*, on page III-43, and Figure 4, *North and East Elevations - Option B*, on page III-44, in this Final EIR, illustrate the building facades as viewed from Washington Boulevard (North Elevation) and 10th Avenue (East Elevation) under both project options. As can be seen in these figures, the project (Option A and Option B) would not locate blank walls along the streets. Figure 5, *South and West Elevations - Option A*, on page III-45, and Figure 6, *South and West Elevations - Option B*, on page III-46, in this Final EIR, illustrate the views of the Options A and B from St. Paul's Catholic Church to the west and from the residential uses to the south. Figure 7, *Existing and Computer Rendered Views from 10th Avenue*, on page III-47, illustrates the existing view along 10th Avenue and the view as it would appear with the proposed development. Figure 8, *Existing and Computer Rendered Views from the corner of Washington Boulevard and 10th Avenue*, on page III-48, illustrates the existing view of the project site from this corner and as it would appear with the proposed development. Figure 9, *Existing and Computer Rendered Views from Washington Boulevard - Option A*, on page III-49 and Figure 10, *Existing and Computer Rendered Views from Washington Boulevard - Option B*, on page III-50, illustrate the existing view of the project site from this street and as the street front would appear under each project option. As shown in these drawings and photo simulations, the street facing walls would be detailed with landscaping, architectural articulation, and vehicle and pedestrian entrances. Therefore, no further mitigation as suggested in sub-item "a," is necessary.

The project's only two-story garage is located in the south half of Building B (Option A) and Building 2 (Option B). The north section of this building would contain a commercial use (possible community meeting room) that would be directly accessed from the 10th Avenue sidewalk. In addition the north edge of this building would consist of commercial uses that are directly accessed at grade from the 10th Avenue entrance to the project. As shown in Figure 3, the residential uses along 10th Avenue would be oriented to the public street. However, the lower stories of these mixed-use buildings would be occupied by commercial uses. The project would provide interior open space and an interior driveway for onsite residential uses and, as such, primary access from the sidewalk to the upper story residential uses is not a design feature of the project given the interior orientation of the open space, driveway, and residential parking. However, as shown in Figures 1 and 2, Option A and Option B would provide several access points at which onsite residents would access public sidewalks and connect with the surrounding community. Therefore, no further mitigation as suggested in sub-item "b," is necessary.

COMMENT NO. 6-4

2) The project places two-story garages above grade along most of the property line frontages. This creates a fortress-like quality to the project that disengages the project from the surrounding context and creates an inward-looking, architecturally fearful attitude for the project. Creating a walled compound in the middle of a vital urban neighborhood is not only a regressive

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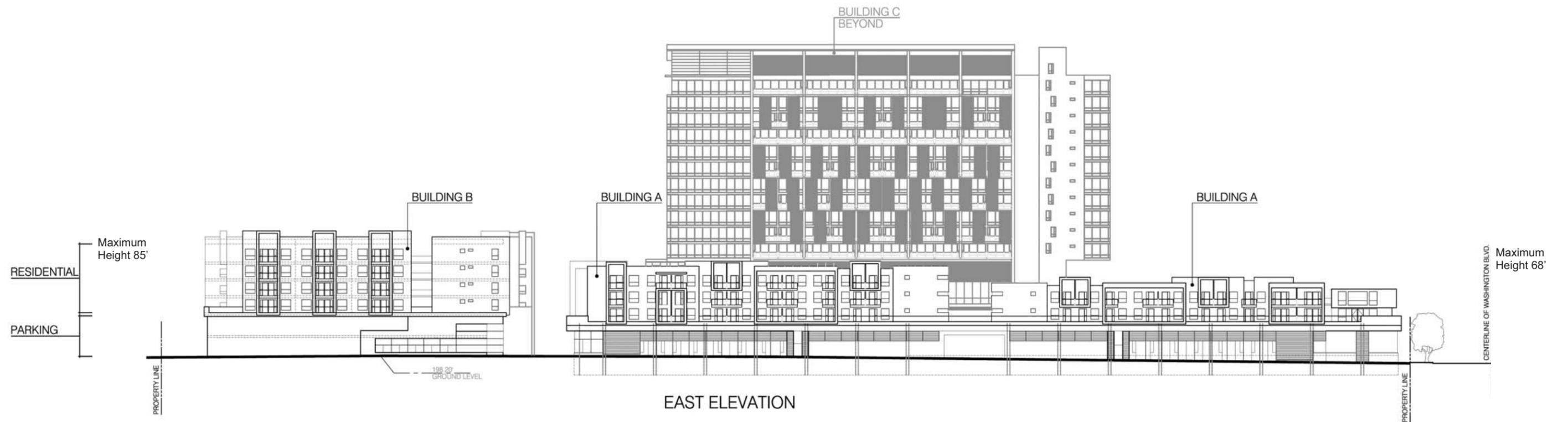
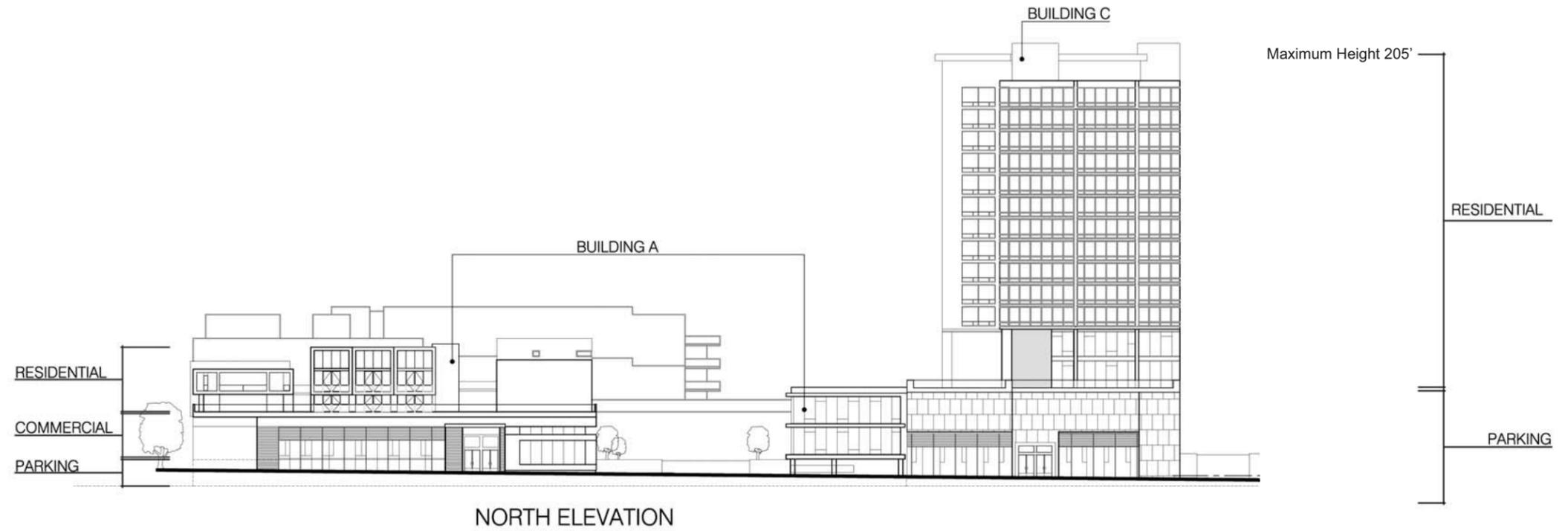


Figure 3
North and East Elevations - Option A

Source: Fernald Architecture and Interiors, 2010.

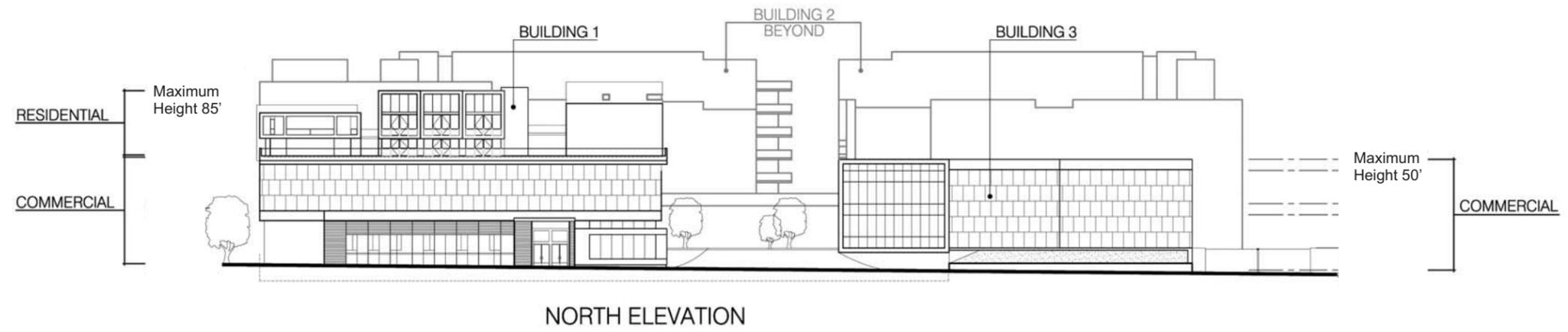


Figure 4
North and East Elevations - Option B

Source: Fernald Architecture and Interiors, 2010.

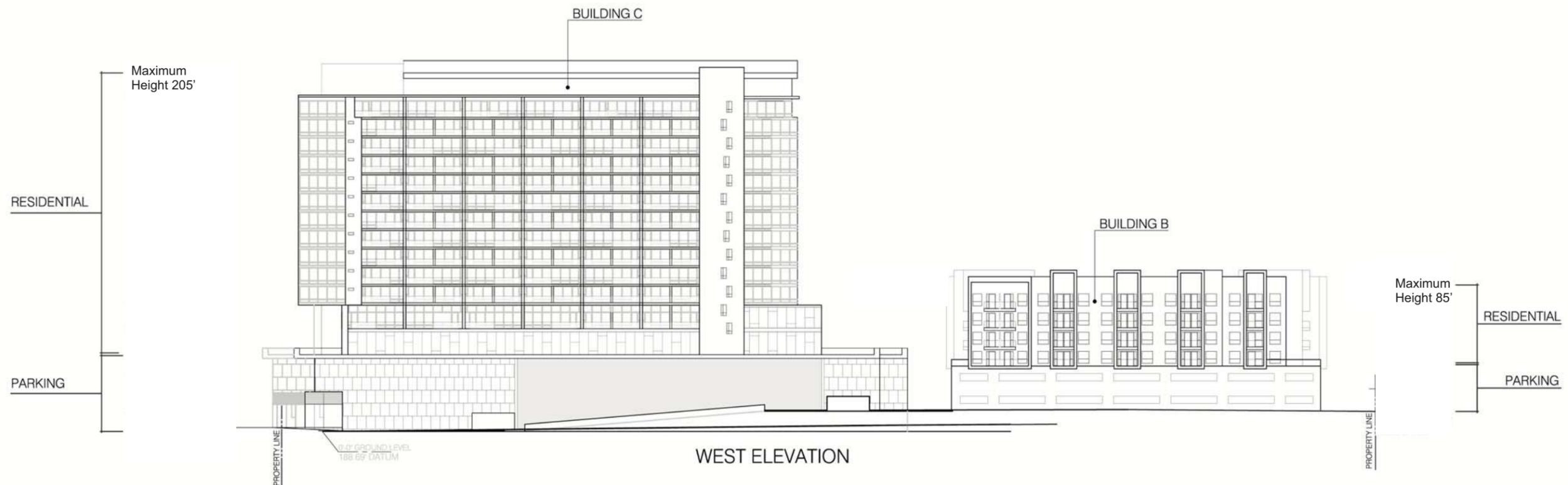
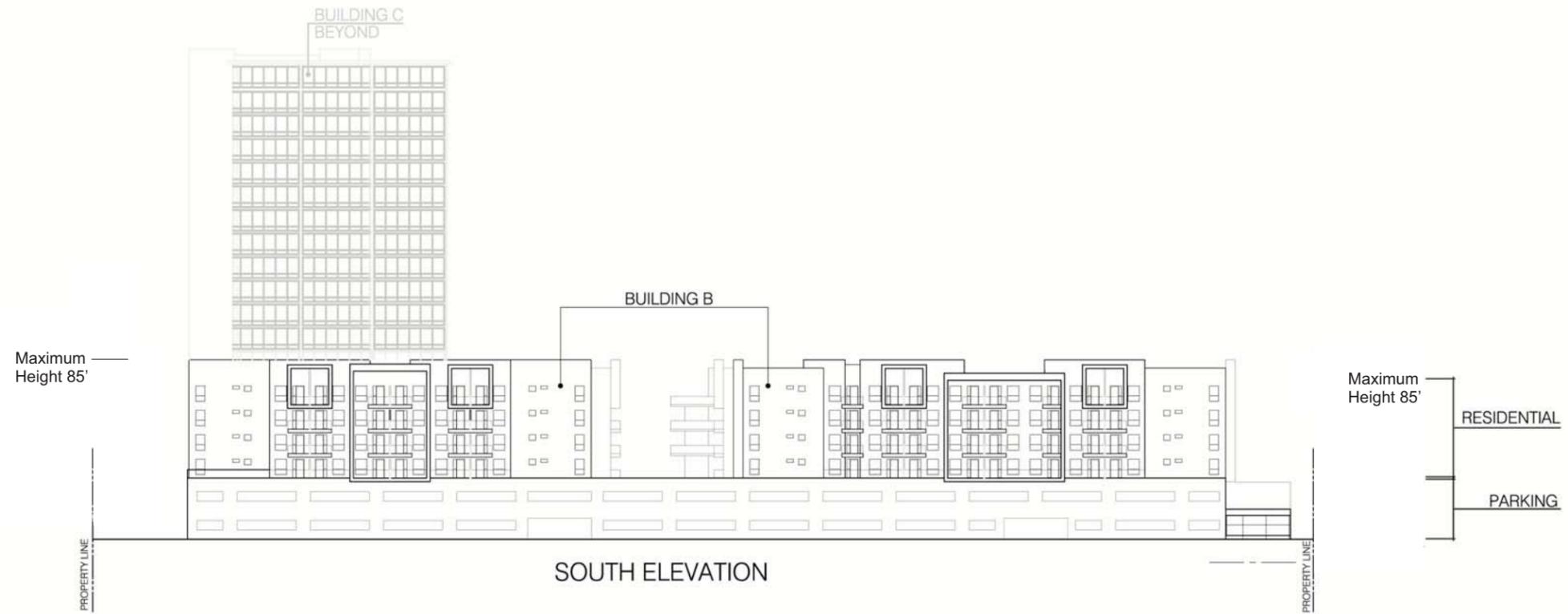


Figure 5
South and West Elevations - Option A

Source: Fernald Architecture and Interiors, 2010.

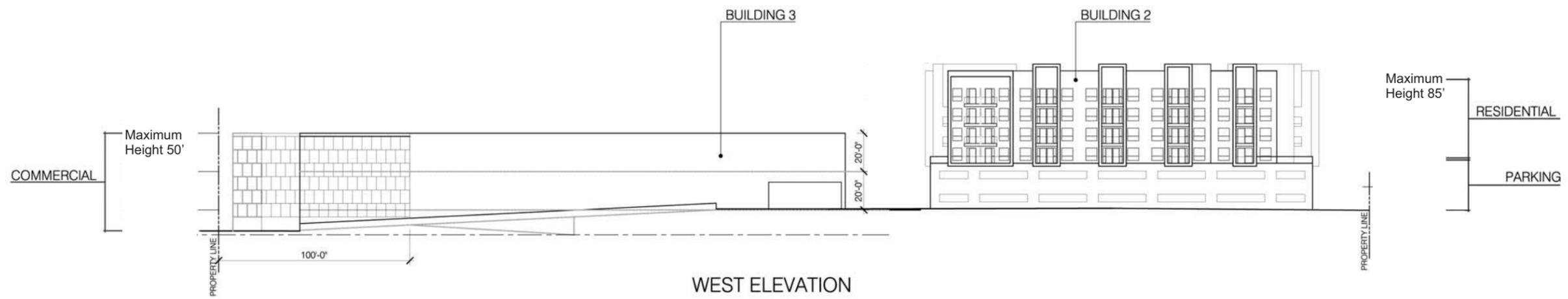
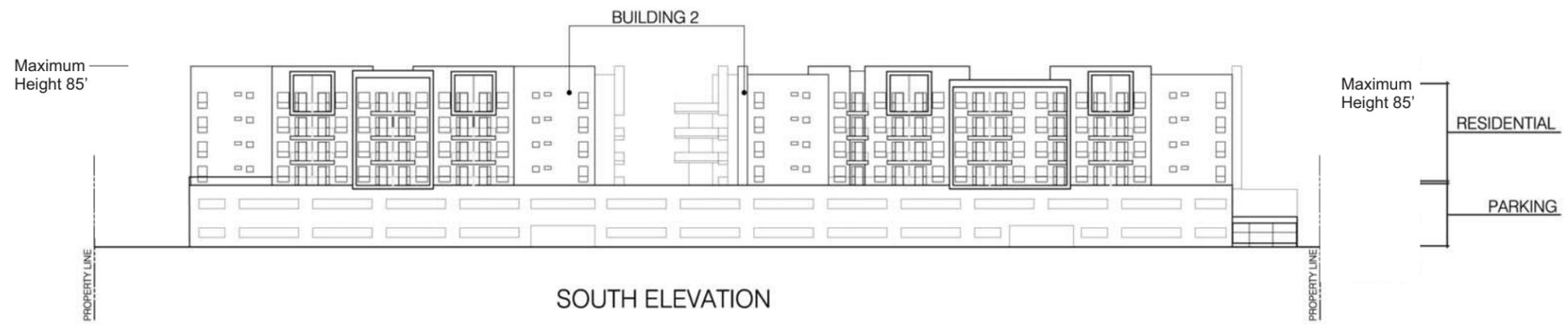


Figure 6
South and West Elevations - Option B

Source: Fernald Architecture and Interiors, 2010.



Existing



Proposed



Figure 7
Existing and Computer Rendered
Views from 10th Avenue

Source: Fernald Architecture and Interiors, 2010.



Existing



Proposed



Figure 8
Existing and Computer Rendered
Views from the Corner of
Washington Boulevard and 10th Avenue

Source: Fernald Architecture and Interiors, 2010.



Existing



Proposed



Source: Fernald Architecture and Interiors, 2010.

Figure 9
Existing and Computer Rendered
Views from Washington Boulevard
Option A



Existing



Proposed



Source: Fernald Architecture and Interiors, 2010.

Figure 10
Existing and Computer Rendered
Views from Washington Boulevard
Option B

design, it runs counter to the claims of the developer that the project is integrating itself into the urban fabric that the city is trying to enhance. This could be mitigated in two ways:

- a. place some or all of the parking below grade and/or
- b. locate the above grade parking behind a layer of residential and retail that are [sic] front directly on the streets.

RESPONSE NO. 6-4

As stated in Response to Comment No. 6-3, the only above grade two-story parking is along the south half of Building B (Option A) and Building 2 (Option B). The diagram provided in Figure 11, *Washington Square Redevelopment General Stacking Diagram*, summarizes the below- and above-grade parking for the project. As shown in Figure 4, Building A would have all subterranean parking, although some portions of the subterranean parking structure along the north edge of the building (under both Option A and Option B) would daylight due to the change in elevation. However, landscaping and use of decorative materials on daylighted parking structures would soften and disguise the character of the exterior walls. Building C under Option A would have a commercial space facing Washington Boulevard between the street and the parking levels, which would conceal the parking structure from view.

Since the project already places some parking below grade, and the street frontages are not lined with two-story parking as stated in Comment No. 6-4, there is no need to further mitigate parking as suggested in sub-item “a.”

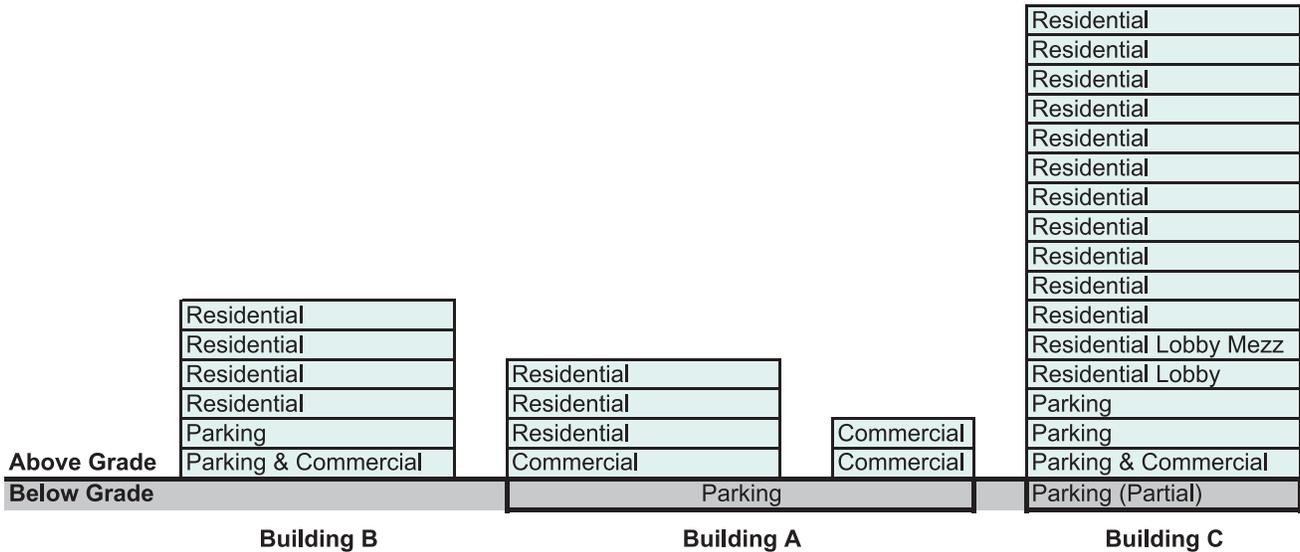
With the exception of the south edge of Building B (Option A) and Building 2 (Option B), parking is generally located behind commercial facades. Therefore, no further mitigation of parking, as suggested in sub-item “b,” is necessary.

COMMENT NO. 6-5

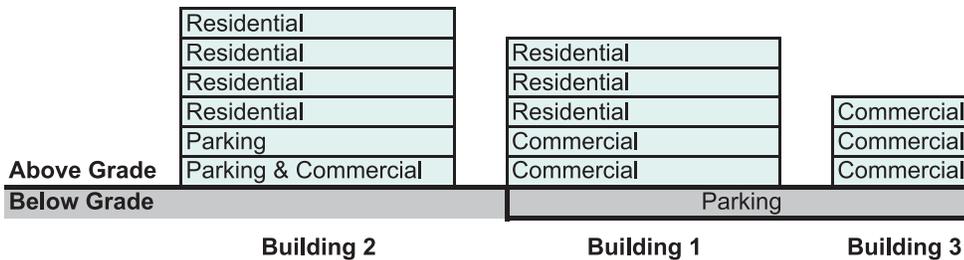
3) The major public open spaces within the project are automobile plazas and drop-offs reminiscent of a decades-old approach to urban design that has been discredited. This could be changed by having true pedestrian plazas or paseos that are free of cars.

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OPTION A - GENERAL STACKING DIAGRAM



OPTION B - GENERAL STACKING DIAGRAM



Notes:

- 1: The above diagram is provided generally illustrate the overall stacking of the building uses in relation to the overall existing grade. This diagram shall not be used to determine the relative sizes/heights of the buildings or their elevations relative to grade.
- 2: Due to grade changes around the site perimeter, some portions of the subterranean parking structures (along the northside of the structure) are higher than the sidewalk along Washington Blvd.
- 3: All "Commercial" designations refers to retail, food service and other uses allowed under C-2 Zoning.
- 4: "Grade" refers to the general elevation of the existing parking surface and the finished floors of the existing buildings.
- 5: Option B, Building 3 may be two or three stories with a maximum height of 50 feet.
- 6: Option A, Building C has small commercial space facing Washington Blvd., which, in elevation, straddles the subterranean parking level and the first above grade parking level.



Figure 11
Washington Square Redevelopment
General Stacking Diagram

Source: Fernald Architecture and Interiors, 2010.

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RESPONSE NO. 6-5

Eliminating automobile access would not be necessary to create a pedestrian friendly and accessible commercial plaza. The comment does not specifically describe the type of plazas that have been discredited. However, the provision of double 15-foot and wider sidewalks into the central plaza from Washington Boulevard; landscape amenities, such as a centralized water feature, within the central plaza; broad, 30- and 40-foot-wide interior sidewalks with direct access to retail uses within the plaza; the potential for direct access to retail uses from the public sidewalks along Washington Boulevard and 10th Avenue (see Figures 1 and 2); and other amenities and mitigation to enhance walkability indicate a unique complex that provides for both pedestrian and vehicle access. Enhanced pedestrian activity is further ensured by the implementation of Mitigation Measure D-1, which states as follows:

Mitigation Measure D-1: Prior to issuance of building permits, the Department of City Planning shall review project consistency with the walkability checklist, and the Applicant shall incorporate further recommendations into the Site Plan found to increase consistency with the walkability checklist regarding building entries and pedestrian site access as feasible to the satisfaction of the Department of City Planning.

Please see Section IV, Corrections and Additions, of this Final EIR, regarding the incorporation of Mitigation Measure D-1. The inclusion of a new mitigation measure does not change the conclusions reached in the Draft EIR.

COMMENT NO. 6-6

4) All of the designs and the alternatives call for an 85' structure at the south of the site, which is incompatible with the adjacent historic two-story residential neighborhood to the south. There needs to be a height transition from the tallest and densest portions of the site to the south. This could be achieved in two ways:

- a. place the southern parking garages below grade, which will reduce the building height by at least 20 feet and/or
- b. increase the height of the buildings at the north where they would have less impact.

RESPONSE NO. 6-6

Please see Response to Comment No. 9-12 for a discussion regarding the adjacent residential neighborhood to the south. Although complete subterranean parking would reduce building heights, this action is not considered economically feasible by the Applicant and, therefore, is not addressed in the Draft EIR. The Draft EIR analysis determined the six-story building at the south edge of the project site (Building B under Option A and Building 2 under Option B) would be consistent with the lesser density residential neighborhood to the south. Consistency of scale would be further ensured through the implementation of a mitigation measure which demonstrates compliance with design intent to soften impacts due to massing and scale through Site Plan Review. Mitigation Measure A-7 is as follows:

Mitigation Measure A-7: Prior to issuance of building permits, the project shall be required to be shown to comply with the design intent by demonstrating appropriate building materials and façade articulation to soften impacts due to massing and scale from the perspective of the residences to the south along W. 21st Street through the compliance of the Site Plan Review clearance.

Please see Section IV, Corrections and Additions, of this Final EIR, regarding the incorporation of Mitigation Measure A-7. The inclusion of a new mitigation measure does not alter the conclusions reached in the Draft EIR.

COMMENT NO. 6-7

5) The drawings provided by the developer in this DEIR are inadequate, beyond massing and uses, to provide an in-depth analysis to what they are proposing. The developer claims numerous times that the project will be architecturally distinct and of high-quality, but it is impossible to discern this at this time. This should be a major component of an EIR as the developer is relying on a high-quality design to justify the project's variances. Also, the surrounding neighborhood has a specific aesthetic and definable context, and this project needs to fit into that context architecturally and be shown in this EIR. The developer has failed to show this.

RESPONSE NO. 6-7

At the time of the environmental evaluation, a project's specific building materials, colors, fenestration, etc. may not yet be determined. At the time of the preparation of the environmental evaluation it is common to describe a project's design components, such as surface building materials, in terms of a performance standard rather than evaluating specific design details that have not yet been determined. The Draft EIR provides a performance standard (project design features)

which states that the Applicant would use high quality building materials and design (see Draft EIR, pages IV.A-22 through IV.A-24 and IV.A-26 through IV.A-28). Mitigation Measures A-7 and D-1 have been added to address concerns raised in the comments (please see Chapter IV, Corrections and Additions, of this Final EIR). The more detailed reviews required by Mitigation Measures A-7 and D-1 would ensure that high quality design and building materials, as discussed in the Draft EIR, would be implemented.

COMMENT NO. 6-8

I believe there is a project for this site that can both meet the needs of the developer (in terms of square footage and density) and the neighborhood (in terms of design and responsiveness to context and planning ideals). The project and its alternatives as designed do not achieve that, despite numerous opportunities and suggestions for the developer to do so. The developer has not looked at this project with any freshness, compromise or imagination since I have been involved with it, and the developer seems determined to create an automobile-oriented, unfriendly project that turns its back on its surrounding environment. This needs to be addressed in the project's EIR.

RESPONSE NO. 6-8

The comment expresses opposition to the project and summarizes concerns raised in several previous comments. While the comment references the Draft EIR, the comment does not state a specific substantiated concern or question regarding the information presented in the Draft EIR. The comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

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LETTER NO. 7

Stevie Stern, President
United Neighborhoods of the Historic Arlington Heights, West Adams and Jefferson Park
Communities Neighborhood Council
P.O. Box 19219
Los Angeles, CA 90019

COMMENT NO. 7-1

This letter is written on behalf of the United Neighborhoods of the Historic Arlington Heights, West Adams and Jefferson Park Communities Neighborhood Council (UNCC), as approved through a motion on February 4, 2010. UNNC is a neighborhood council chartered by the City of Los Angeles in 2002. The above referenced project lies within UNNC boundaries on a nearly 8-acre site in Arlington Heights. As would be expected due to its size and prominence, the project has been the subject of many discussions, meetings, and debates among our stakeholders and government bodies for several years.

There were many UNNC stakeholders who expressed interest in reading the Draft Environmental Impact Report (DEIR) for the proposed Washington Square project. This was helpful because, due to the sheer volume of the DEIR with two separate development options being considered, there was a lot of information to process in a short time. The DEIR was distributed among those interested stakeholders for comment.

UNNC is pleased to present to you a broad spectrum of diverse comments from those community members who read portions of the DEIR. These letters represent the perspectives of their individual authors. These individual letters are attached to this document.

UNNC has not specifically voted yet on the proposed project(s). This matter will be taken up by the UNNC Governing Board once a public hearing has been set.

In this cover letter UNNC does wish to express some concerns about the DEIR itself, based on the Governing Board's previous actions and longstanding UNNC policies relative to land use matters.

RESPONSE NO. 7-1

The comment is introductory in nature and does not include a specific comment regarding the contents of the Draft EIR. All comments received on the Draft EIR are addressed in this section of the Final EIR.

COMMENT NO. 7-2

The UNNC Governing Board has adopted a "Vision Statement" for all of our community's commercial corridors, which envisions in part a *"pedestrian-friendly, transit-friendly, green, sustainable, livable urban village that is sensitive to historic preservation."*

Specifically relative to Washington Boulevard and the subject project site, the UNNC Governing Board has also voted on and approved a proposal for a Washington Boulevard Specific Plan (enclosed herewith) that includes (but is not limited to) the following elements:

- 1). *Pedestrian orientation*
- 2). *Transit friendliness*
- 3). *A Design Review Board*
- 4). *Mixed use (including live/work) zoning*
- 5). *Creation of a neighborhood district with neighborhood-serving businesses*
- 6). *Elimination of conflicts between current zoning and uses*
- 7). *Elimination of nuisance uses*
- 8). *Designated common parking*
- 9). *Sensitivity to historic preservation as appropriate (both in terms of the Corridor's existing fabric of 1920s commercial buildings and/or older residences on the corridor as well as the historic housing adjacent to it)*
- 10). *Inclusionary zoning*

The plan for Washington Boulevard is consistent with Los Angeles citywide policy on urban form and design, and reflects such recent City initiatives as the Broadway District CDO Design Guide and the proposed Lincoln Boulevard Community Design Overlay. Our community deserves nothing less than others in terms of good urban design that meets current urban form practice.

RESPONSE NO. 7-2

Section IV.A, Aesthetics, and Section IV.D, Land Use and Planning, contain detailed analyses of the visual quality and character of the project, compatibility of Option A and Option B with the surrounding area, and consistency with applicable local and regional plans. In addition, Section IV.C, Historic Resources, of the Draft EIR, provides a detailed analysis of potential direct and indirect impacts to historic resources from implementation of the project. The UNNC Proposal for the Washington Boulevard Specific Plan has not been adopted by an agency having jurisdiction over the proposed project or formally proposed for adoption by the City. Therefore, this plan would not meet the threshold requirements of the City of Los Angeles Threshold Guide which pertain to adopted Community Plan, Redevelopment Plans and Specific Plans, or adopted environmental goals or policies contained in other applicable plans.

Although the UNNC Proposal for the Washington Boulevard Specific Plan has not been adopted nor is it directly applicable to the project site under existing CEQA impact thresholds, Option A and Option B would be substantially consistent with the elements of the UNCC's "Vision Statement" to contribute to a pedestrian-friendly, transit-friendly, green, sustainable, and livable urban village that is sensitive to historic preservation. In bringing high density residential uses to a commercial site and upgrading the commercial component of the project site, Option A and Option B would increase pedestrian activity both between the project and the surrounding commercial community and increase pedestrian activity to the project site from the surrounding community. Sidewalk improvements, street trees, benches, pedestrian lighting, a landscaped median in Washington Boulevard (Mitigation Measure G-18), and the provision of several points of direct access to the commercial component from the public sidewalk under Option A and Option B would enhance and further encourage pedestrian activity. Community-serving uses, such as a meeting room and police substation would be directly accessible from 10th Avenue and the Applicant anticipates the continuation of a post office and grocery store at this location.

Option A and Option B would support transit through the location of residential uses within walking distance of several Metro and LADOT bus routes, including Metro Line 305, which provides connectivity to the Metro Blue and Green Lines. Option A and Option B would meet the goal of the UNNC proposal to maintain sensitivity to historical resources in that it would be located entirely within the confines of an existing, modern strip mall and would not cause the alteration or removal of any existing historic resources. The project would be set back 30 feet from its south property line and would not shade or significantly impact the character of the adjoining neighborhood to the south (please see Figure 24 contained in Response to Comment No. 8-13).

COMMENT NO. 7-3

UNNC's concerns regarding the above project as presented in the DEIR include but may not be limited to:

- a. The project does not match the intent, spirit or stated policies of the City of Los Angeles Citywide General Framework, legislatively approved in 1996 and incorporated by reference into the General Plan and the Municipal Code. Specifically, the Framework states as one policy objective the conservation of Los Angeles's residential neighborhoods - both single family and multi-family communities. To support that objective, the Framework lists such guidelines as the transitioning of large projects to the scale of adjacent stable low-rise multi-family residential areas, and shielding parking from view. The subject project as proposed appears to do neither.

RESPONSE NO. 7-3

Section IV.D, Land Use and Planning, of the Draft EIR, contains a detailed analysis of Option A and Option B relative to the City's General Plan Framework. Both Option A and Option B are mixed-use developments that would be located entirely within an existing commercial zone. These uses would not cause the removal of any existing residential uses or place mixed use within a residential zone. Nor does Option A or Option B place a high-rise or mid-rise element, mid-street between residences along an existing residential block. As discussed above, the 30-foot setback between Option A and Option B's south building (Building B under Option A and Building 2 under Option B) and the south property line of the project site would reduce the effects of the common interface between the back of residential dwellings facing 21st Street and the Building A/Building 2. Since most neighborhoods along the west and southwest corridors of the City are low-rise in character, the commercial street corridors typically locate high-rise and mid-rise elements next to low rise residential uses without ill effect on the extant residential neighborhoods. The project would eliminate the existing 19-foot high blank concrete wall, outside truck delivery, and waste collection bins currently interfacing the residential uses to the south. The new interfacing uses would be two stories of parking and four stories of residential uses that would face the driveway and garages serving the residential uses to the south. The south wall of the Building B/Building 2 would be articulated and would incorporate landscaping and other architectural elements. In addition, building B/Building 2 would not shade the residential dwellings to the south.

COMMENT NO. 7-4

- b. The project does not conform to the UNNC's vision of Washington Boulevard as a neighborhood-oriented boulevard with a traditional relationship of commercial uses

fronting directly to the street. The project as proposed includes no commercial space that opens directly to the street, and therefore fails to enliven the public way or recognize it as a vital commercial corridor. The Framework itself calls for storefronts on the city's commercial boulevards.

RESPONSE NO. 7-4

As indicated in Response to Comment No. 7-2, the UNNC Proposal for the Washington Boulevard Specific Plan has not been adopted by an agency having jurisdiction over the proposed project or formally proposed for adoption by the City. However, please see Figures 1 and 2 contained in Response to Comment No. 6-3. As shown in these figures, the project would provide street front uses directly accessed from the public sidewalk at the north edge of Building B/Building 2 from 10th Avenue and at the corner of Washington Boulevard and 10th Avenue. Pedestrian access to the central courtyard from Washington Boulevard would be provided by two 15-foot-wide sidewalks leading from the Washington Boulevard sidewalk. In the courtyard, which would be visible from Washington Boulevard, 30- to 40 foot-wide sidewalks would accommodate pedestrian access to commercial uses facing the courtyard. Also as shown in Figures 1 and Figure 2, Option A and Option B would provide areas along the public sidewalk, in which retailers may choose to provide direct pedestrian access from the public sidewalks along Washington Boulevard and 10th Avenue. In regard to street orientation, Option A and Option B would be consistent with the Framework Element.

COMMENT NO. 7-5

- c. The project does not conform to the UNNC's vision as a pedestrian friendly, transit oriented public street. In lieu of this, the project proposes only internal vehicular plazas that offer pedestrian "connectivity" to the site while offering no amenities or direct pedestrian entries at the street.

RESPONSE NO. 7-5

Please refer to Response to Comment No. 7-2 regarding transit and pedestrian amenities and Response to Comment No. 7-4, regarding pedestrian access.

COMMENT NO. 7-6

- d. The project does not include any alternatives that employ design suggestions from two meetings held in 2008 with neighborhood architects (qualified and licensed professionals) that sought to make the project more compatible with the neighborhood.

Among these suggestion were: to not have two stories of above grade parking creating inhospitable walls at all sides of the project, especially adjacent to existing residential areas; to not have an fortress-like, inward-facing project that turns away from the public realm; to not have an 85' building height directly adjacent to an RD-2 zoned neighborhood; to not have blank walls or false windows at ground level on Washington Boulevard, in lieu of active storefronts; to not have the primary access of the project be the automobile entrance and plaza.

RESPONSE NO. 7-6

The project (Option A and Option B) as proposed is analyzed in detail in Chapter IV of the Draft EIR. Based on the analyses, Option A would result in significant unavoidable visual impact due to view obstruction of a valued resource, an indirect impact to an adjacent historic resource, a significant unavoidable impact to the transportation system, and libraries as well as air quality and noise impacts during construction. Option B would result in significant unavoidable impact to the transportation system and libraries, as well as air quality and noise impacts during construction.

With the exception of the 18-story tower proposed under Option A, which was addressed in Alternative C in Section V, Alternatives, of the Draft EIR, no significant impacts associated with the design of Option A were identified. No alternatives that address the interface of the 85-foot-high Building B/Building 2 were provided since the interface with offsite uses on the basis or scale or design was determined to be less than significant under Option A and Option B.

Please see Figures 1 and 2 contained in Response to Comment No. 6-3, which show that the project would provide street front uses directly accessed from the public sidewalk at the north edge of Building B/Building 2 from 10th Avenue and at the corner of Washington Boulevard and 10th Avenue. Please see Figures 7, 8, 9, and 10 contained in Response to Comment No. 6-3, which show existing views and simulations of Option A and Option B along 10th Avenue and Washington Boulevard. In addition, please see Figure 24 contained in Response to Comment No. 8-13 for a simulation of Option A from the residential neighborhood to the south of the site.

COMMENT NO. 7-7

- e. CEQA requires adequate information for the Decisionmaker to certify that an environmental analysis is complete, accurate and presents appropriate mitigations. However, the Washington Square DEIR does not include adequate clarity or detail, in the form of plans, elevations, renderings, and/or photo simulations, from which any analysis of design can be derived, nor impacts be determined. Thus it is not possible for the Decisionmaker (or UNNC's stakeholders, nor UNNC itself) to evaluate whether the

project is consistent with stated policies and/or objectives. The lack of visual materials - what does the project really look like in the community? - hampers any attempt to evaluate its impact on the adjacent neighborhoods.

RESPONSE NO. 7-7

In this regard, additional figures have been added to the EIR to further clarify the detailed design of Option A and Option B and the context of the Option A and Option B within the existing setting. Please refer to Figures 1 through 11 contained in the responses to Comment Letter No. 6, and Figures 12 through 26 contained in the responses to Comment Letter No. 8.

COMMENT NO. 7-8

- f. The DEIR fails to address issues of "cut-through" intrusion traffic on residential side streets as part of its traffic section, and therefore cannot offer mitigations for this problem. The Citywide General Plan Framework identifies "liveable Neighborhoods" (p 5-13) as a mandatory focus of the City's planning efforts and further identifies "slow residential streets" as an important component of liveability. Numerous commentators at the scoping hearing for this project identified several internal-to-the-residential-neighborhoods streets and intersections that required study for potential traffic impact. The DEIR fails to address those streets and intersections.

RESPONSE NO. 7-8

The proposed project is located along, and would have access to, a Class II Major Highway (Washington Boulevard). As discussed in Section II, Project Description, of the Draft EIR, Option B includes the installation of a traffic signal at the intersection of Washington Boulevard and 12th Avenue/Project Driveway to facilitate access to Washington Boulevard. The traffic signal warrant analysis for Option B is provided in Appendix G of the Traffic Study.

A traffic signal at the intersection of Washington Boulevard and 12th Avenue/Project Driveway is not proposed under Option A as a traffic signal would not be warranted due to insufficient traffic volumes projected to exit the project driveway at this location. The traffic signal warrant analysis for Option A is provided in Appendix B of this Final EIR.

In response to concerns raised at the scoping meeting for the proposed project, the scope of the traffic analysis was expanded to include an analysis of residential street segments which was not initially required by the LADOT. The residential street traffic analysis was conducted to determine the potential traffic impacts on the two roadway segments expected to be most heavily

impacted by Project traffic: 10th Avenue, south of 23rd Street, and 21st Street, east of 10th Avenue.

The results of the residential street impact analyses are contained in the Traffic Study, which is provided in Appendix E of the Draft EIR, and are summarized in Section IV.G, Transportation/Circulation, of the Draft EIR. Please see Tables IV.G-9 and IV.G-10 of the Draft EIR for Options A and B, respectively. The trips generated under Option A would result in less than significant impacts to the residential street segments. Under Option B, a significant impact is projected for the street segment of 10th Avenue, south of 23rd Street. Mitigation Measure G-16 is recommended in order to reduce the significant impact at this residential street segment to a less than significant level. This mitigation measure requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT. The level of project residential traffic intrusion along other local street segments would be lower than that for the analyzed segments and, therefore, the impacts are expected to be less significant.

Because Option A and Option B are not anticipated to result in significant and unavoidable impacts on local streets and would not result in other indirect significant and unavoidable traffic impacts, such as cut-through traffic, Option A and Option B would not cause local residential neighborhoods to be less “livable” as a result of traffic on local residential streets. Therefore, with respect to this issue, Option A and Option B would be consistent with this policy of the Framework Element.

COMMENT NO. 7-9

- g. The project only addresses, albeit inadequately, historic impacts on the adjacent church. But it does not address the intact 90-year-old neighborhood to the south, nor the broader historical setting of Arlington Heights (established as a township in 1887); nor does the DEIR adequately evaluate the potentially significant 1964 "Googie diner" commercial building at the corner of 10th Avenue and Washington Boulevard, which the project seeks to demolish.

RESPONSE NO. 7-9

Potential historic districts were identified during a windshield survey by Myra L Frank & Associates Inc., and Leslie Heumann & Associates in 1990. While the survey is mentioned in the Adams-Baldwin Hills-Leimert Park Community Plan, it is not appended to the publicly-available version of the Community Plan. The potential districts include Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension

Neighborhood District. The proposed project site and the neighborhood adjoining the property to the south including the 4000 block of W. 21st Street and W. 22nd Place, are not included in any of the above potential historic districts. The project site does not border any of the three mentioned potential historic districts. While the potential Arlington Heights Neighborhood North District (located east of the project site across 10th Avenue), Central Arlington Heights Neighborhood District (located northeast of the project site across Washington Boulevard), and Arlington Heights Extension Neighborhood District (located north of the project site across Washington Boulevard), are located in the vicinity of the proposed project site, they are not indirectly impacted by the proposed project. Furthermore, none of the three potential districts mentioned above have been formally adopted as HPOZ's, and it is unclear if they were documented as part of an official survey, or whether they were located and never surveyed. Section IV.C of the EIR has been revised to include information regarding the survey conducted by the City. Please see Section IV, Corrections and Additions, of this Final EIR.

Section IV.C, Historic Resources, of the Draft EIR contains a detailed analysis of the Googie style coffee shop that is located on the site. On page IV. C-28 of the Draft EIR, the former Stan Kite's restaurant is described as "a common and undistinguished example of a mid-1960s California Coffee Shop." In addition, as indicated in the analysis contained in Section IV.C of the Draft EIR, the Stan Kite's restaurant that is located on the project site has been "substantially altered." The existing building exhibits only two of the five required characteristics of a Googie coffee shop, an eye-catching roofline and positioning on the commercial roadside. For a Googie coffee shop to retain sufficient integrity to be eligible for listing, it should have glazed exterior elevations with visual transparency between the indoors and outdoors, the majority of its modern materials and workmanship should be intact, and it should still have an integrated sign pylon. The exterior elevations of the subject coffee shop have been substantially altered, completely obscuring the necessary relationship between exterior and interior, and altering and obscuring the materials and workmanship. Only the remains of the sign post appear extant at the northeast corner.

COMMENT NO. 7-10

UNNC believes that the project as proposed is not compatible with the neighborhood for, at minimum, the reasons stated above, and that this DEIR is inadequate in its project description to allow for any meaningful mitigations or alternatives that might make it more compatible.

RESPONSE NO. 7-10

The comment is conclusionary in nature, summarizing the Comments 7-2 through 7-9, above. The comment expresses a general opinion and does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and

will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project. Please see Response to Comment Nos. 7-2 through 7-9.

LETTER NO. 8

Signature Illegible
Professor Emeritus, University Of Cape Town
West Adams Avenue Association
2521 7th Avenue
Los Angeles CA 90018

COMMENT NO. 8-1

1.0 INTRODUCTION

This letter is limited in scope. The limited scope cannot be used to infer agreement with any other section(s) of the DEIR. Please refer to our colleagues' comments on other sections and issues.

RESPONSE NO. 8-1

The comment is introductory in nature and does not include a specific comment regarding the contents of the Draft EIR. All comments received on the Draft EIR are addressed in this chapter of the Final EIR.

COMMENT NO. 8-2

1.1 This letter addresses the adequacy only of the sections of the DEIR dealing with:

- Aesthetics (in particular the sections on visual quality and aesthetics);
- Land Use; and
- Alternatives.

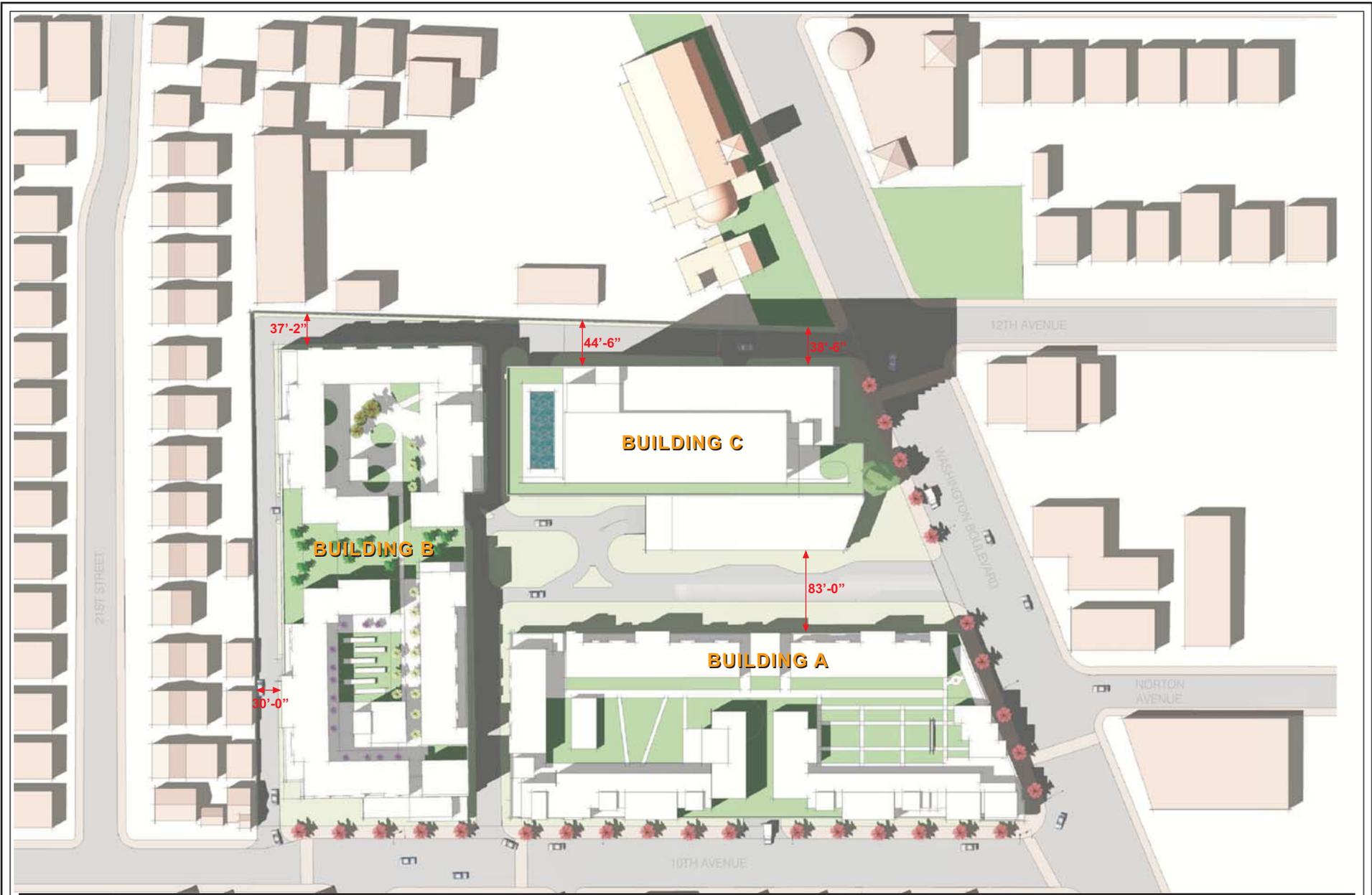
We agree in principle that use of the Washington Square site for a mixed-use community center combining retail and residential space would be consistent with applicable City of Los Angeles plans, goals, policies, and guidelines (hereafter “policies” is used to refer to all of these), and that a mixed-use project could be implemented on this site without significant impacts. We do not agree, however, that either of the specific projects evaluated by the DEIR is consistent with the policies applicable to contextual appropriateness, or pedestrian orientation; or that, if implemented, the only significant impact would arise from the relationship of the tower in Option A to the church.

Within the three chapters listed above, this letter addresses only what is pertinent to this, in particular:

- the density and height of the proposed projects;
- their compatibility with the scale and character of the neighborhood;
- their relationships to buildings on adjoining sites;
- their pedestrian orientation

RESPONSE NO. 8-2

The comment is conclusionary and detailed responses are provided to each of the detailed comments raised in the letter, including the density and height of the proposed project, the compatibility of the options with the scale and character of the adjacent buildings and the neighborhood, and the pedestrian orientation of the project (please see Response No. 8-8 below). The comment expresses concern regarding determination of the project's consistency with adopted policies applicable to the contextual appropriateness and pedestrian orientation, as evaluated in Sections IV.A, Aesthetics, IV.D, Land Use, and V. Alternatives, of the Draft EIR. Additional graphics are provided herein to further clarify the density and height of the project, the relationship of the project to the surrounding neighborhood, and pedestrian access to the project. Figures 1 and 2, of this Final EIR, illustrate pedestrian access points into the project, as well as frontage areas in which direct sidewalk access may be provided if the retail operation chooses. Please see Response to Comment No. 6-3 regarding pedestrian access. The site plans provided in Figure 12, *Site Plan - Option A* and Figure 13, *Site Plan - Option B*, in this Final EIR, illustrate the context of the project compared to the surrounding uses. The elevations provided in Figures 14 through 21, of this Final EIR, depict the street-view elevations of the project and adjacent uses from all four cardinal directions (north, east, south, and west) for Option A and Option B. These illustrate the scale of the project with respect to adjacent and surrounding uses. This additional information provides more detail regarding pedestrian access and the relationship of the project to surrounding uses. These figures support the conclusions reached in the Draft EIR regarding compatibility of scale, and pedestrian orientation.



No scale

Figure 12
Site Plan - Option A

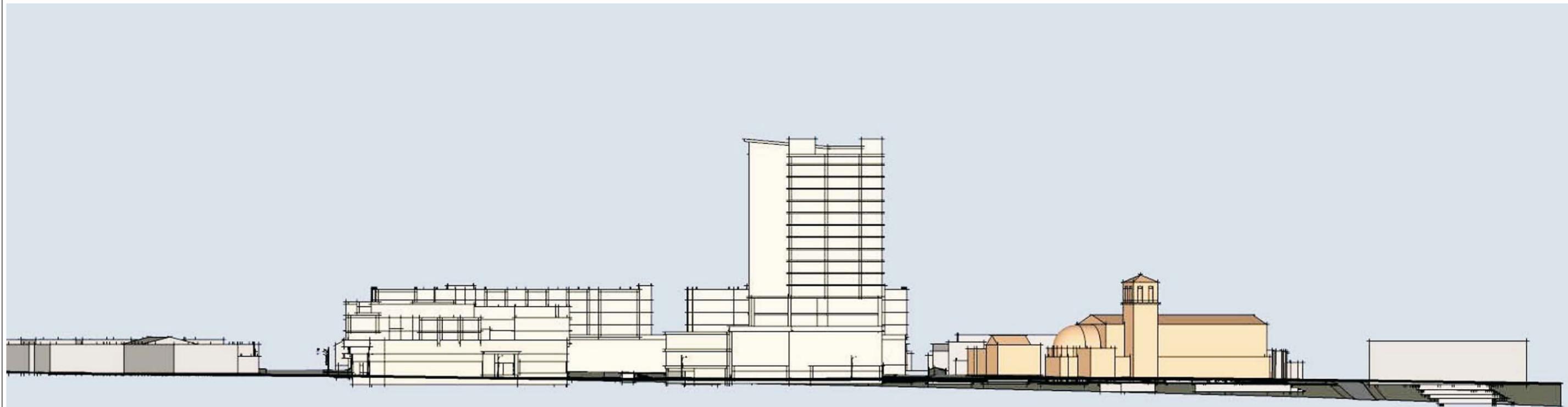
Source: Fernald Architecture and Interiors, 2010.

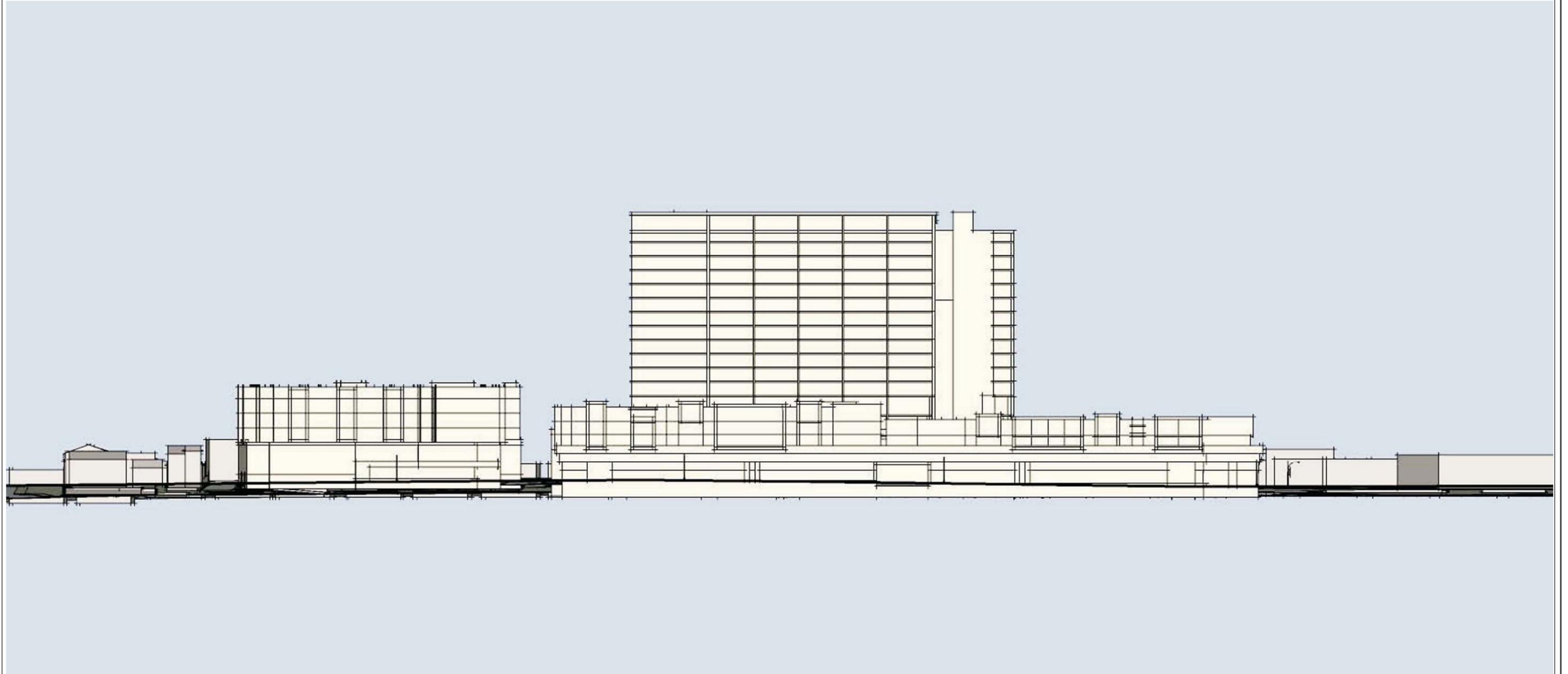


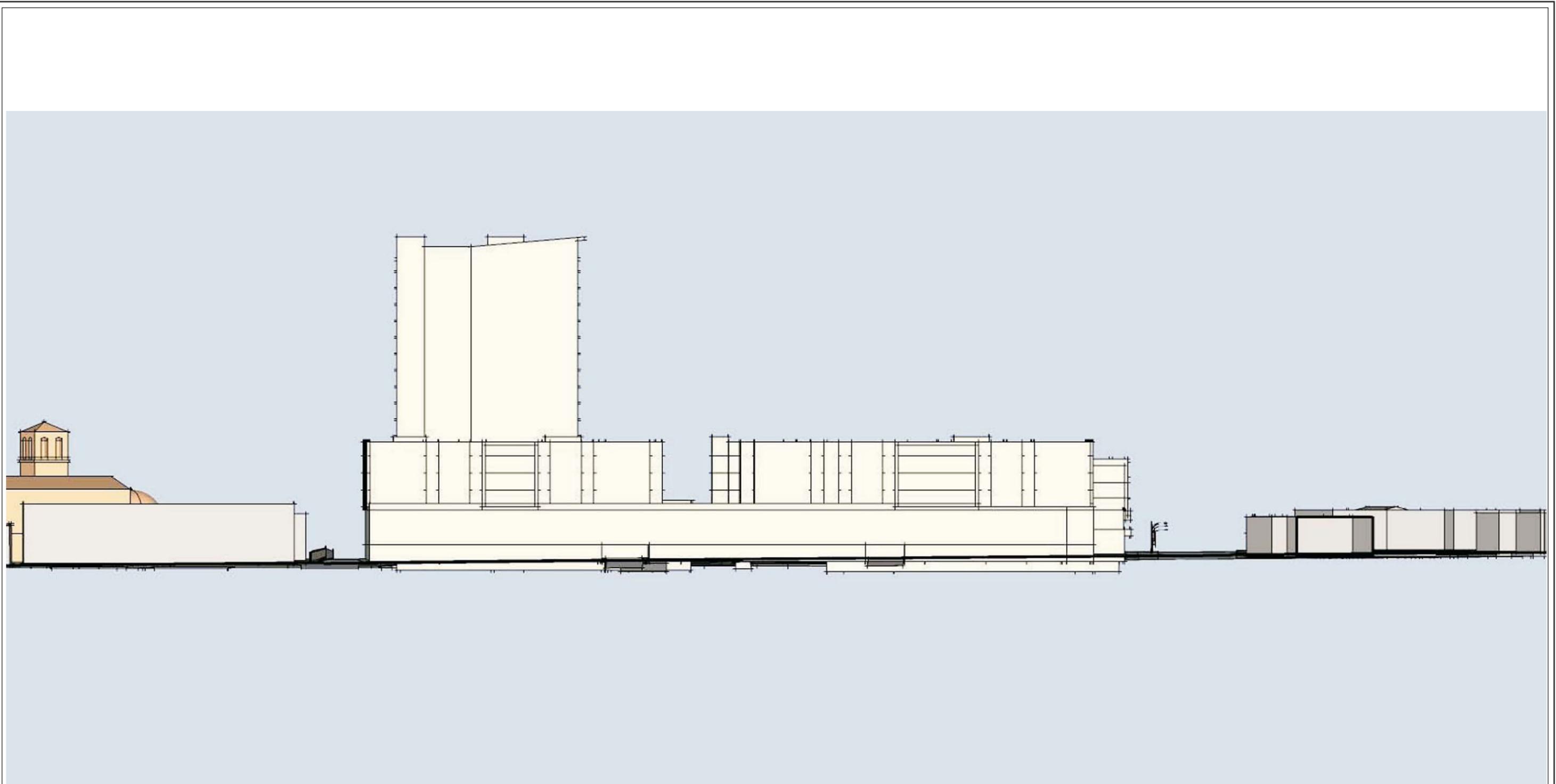
No scale

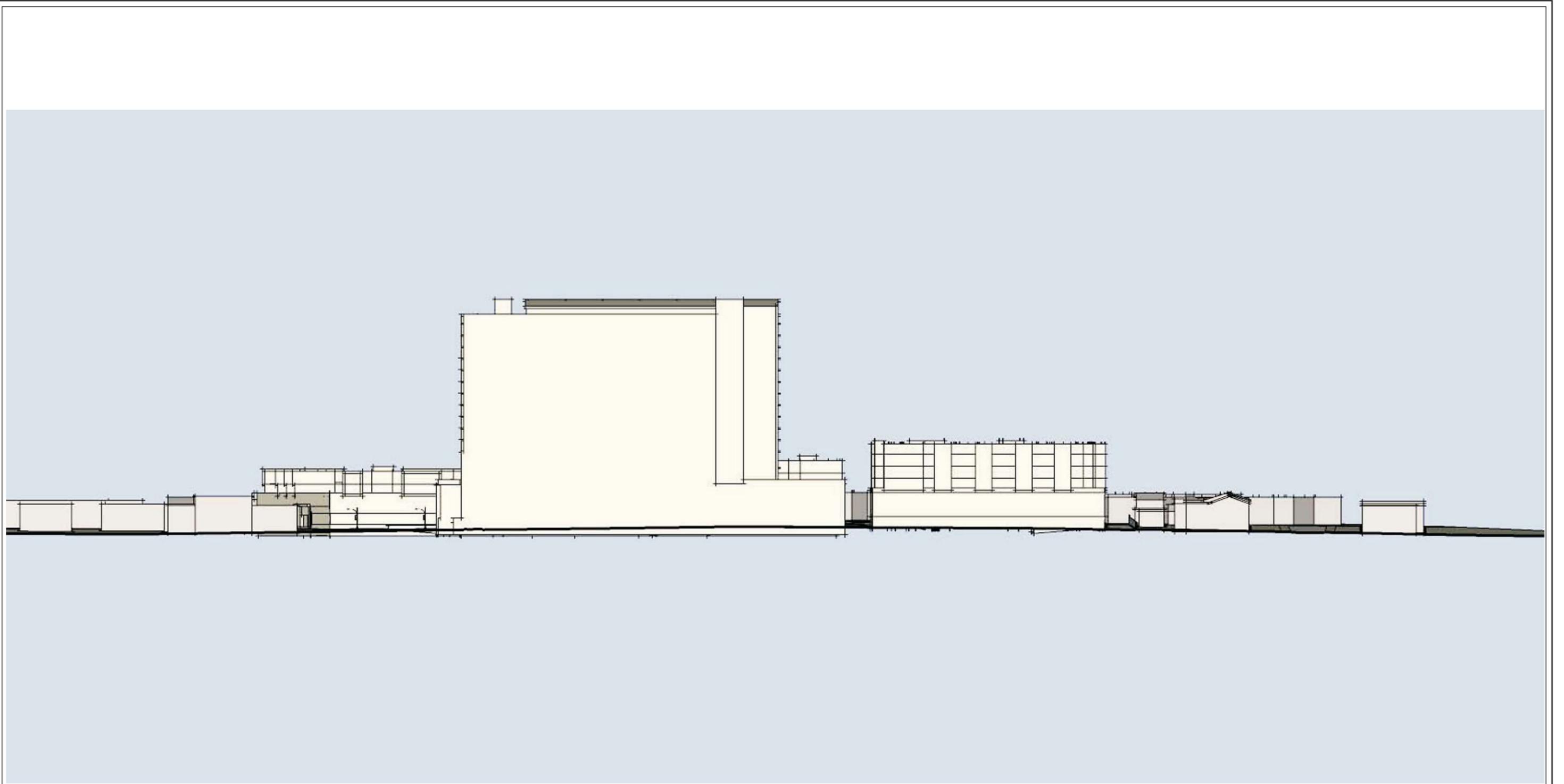
Figure 13
Site Plan - Option B

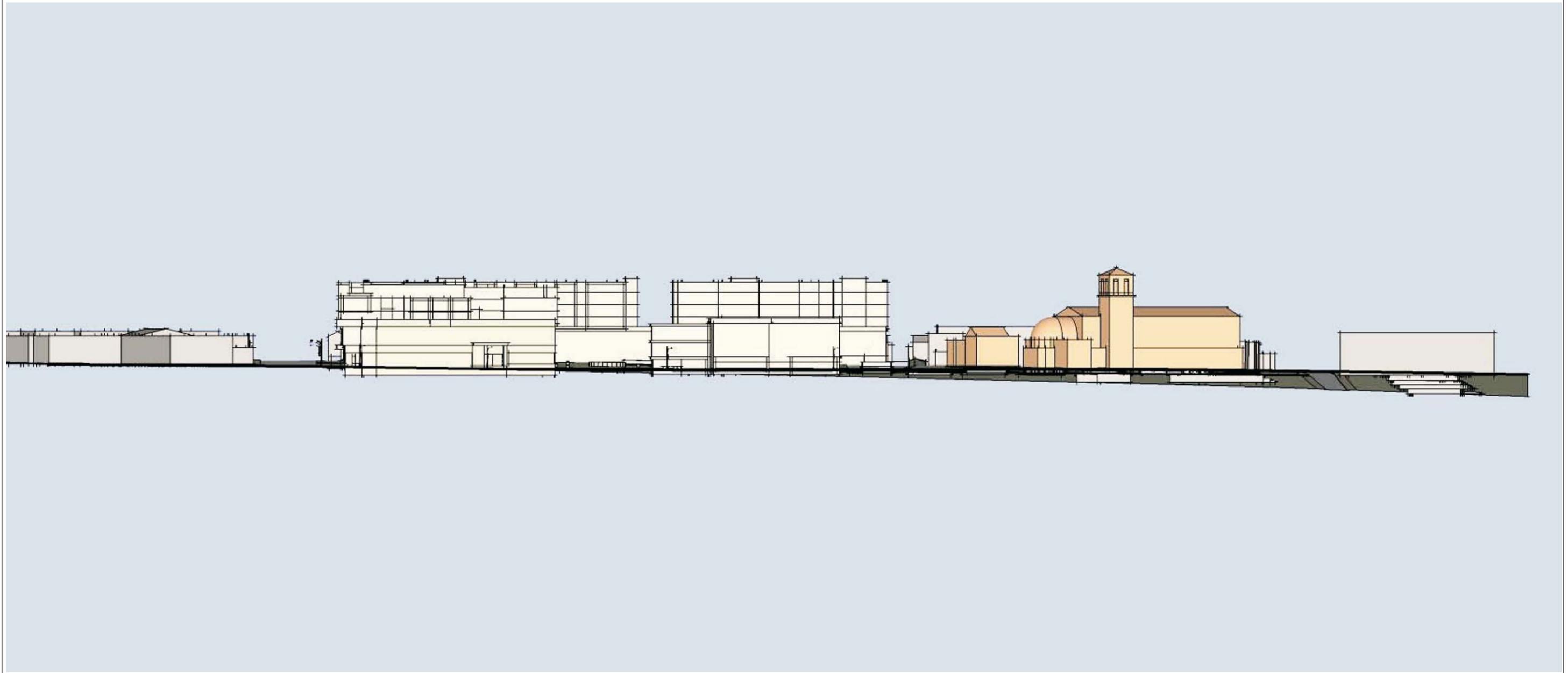
Source: Fernald Architecture and Interiors, 2010.

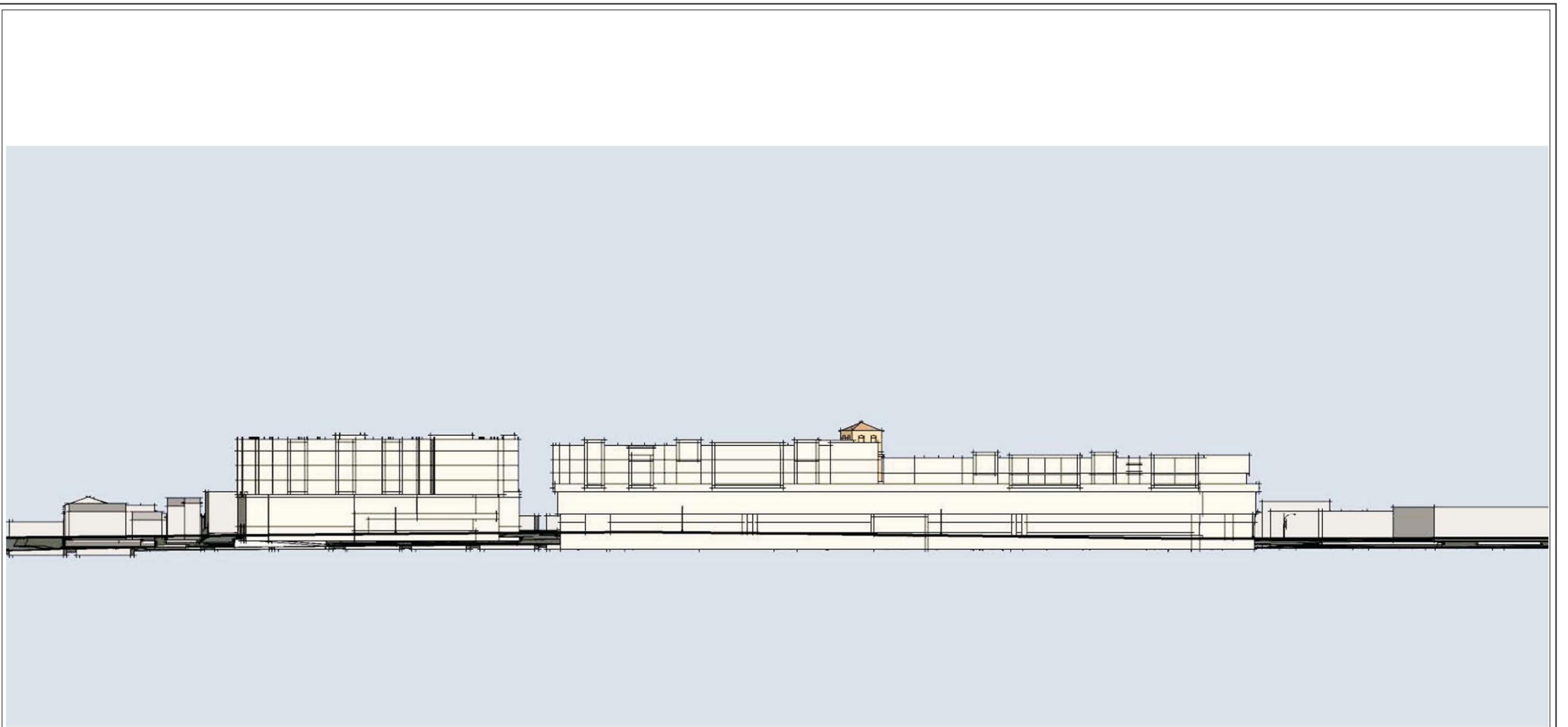


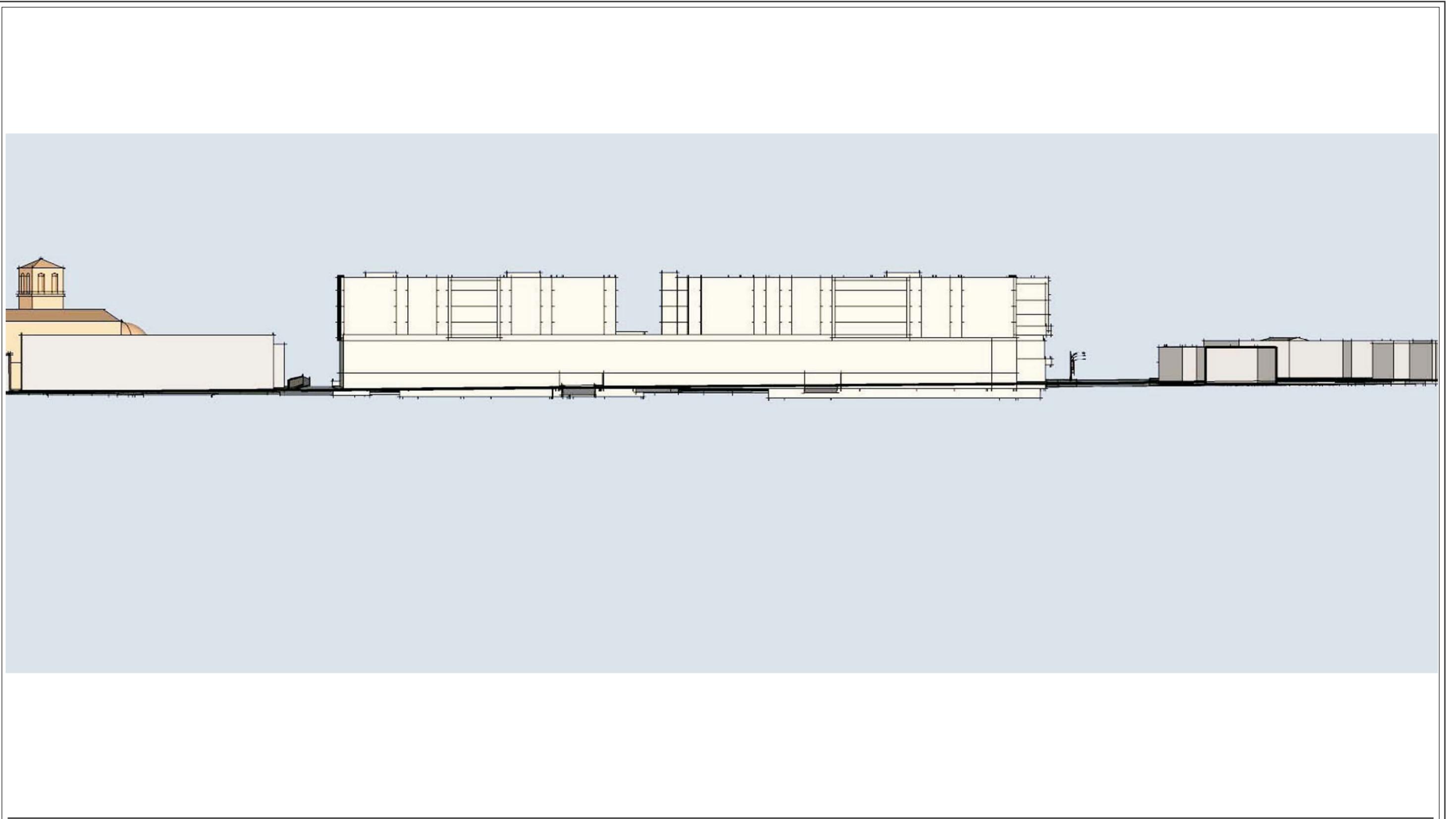


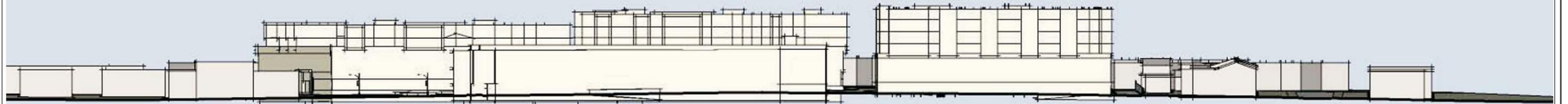












Source: Fernald Architecture and Interiors, 2010.

Figure 21
West Elevation with Offsite Buildings
Option B

COMMENT NO. 8-3

1.2 In Section 2.0 the letter questions the adequacy of the drawings and other illustrative and graphic materials provided in the DEIR.

These are insufficient to:

- permit the public and decision-makers to understand the projects;
- permit the public and decision-makers to understand the relationships that would pertain between the projects and the surroundings;
- provide the analysis and evidence required to assess consistency with the sections of applicable policies related to contextual compatibility, such as those pertaining to height, density, scale, neighborhood character and transitions with adjacent residential areas;
- provide the evidence and analysis to demonstrate that all potentially significant impacts arising from contextual incompatibility have been identified.

RESPONSE NO. 8-3

The comment is introductory in nature and provides the framework of the structure of the letter. Section 2 of the comment letter consists of Comment Nos. 7 and 8. For detailed responses, please see Response to Comment Nos. 8-7 and 8-8.

COMMENT NO. 8-4

1.3 In Section 3.0, this letter makes the general case that many of the evaluations of consistency with applicable policies are, in part, based on opinion unsubstantiated by evidence.

RESPONSE NO. 8-4

The comment is introductory in nature and provides the framework of the structure of the letter. Section 3 of the comment letter consists of Comment Nos. 9 through 11. For detailed responses, please see Response to Comment Nos. 8-9 through 8-11.

COMMENT NO. 8-5

1.3 [sic] Section 4.0 examines some specific policies related to contextual issues listed in 1.0 above in the sections of the DEIR addressing Aesthetics and Land Use.

RESPONSE NO. 8-5

The comment is introductory in nature and provides the framework of the structure of the letter. Section 4 of the comment letter consists of Comment Nos. 12 through 29. For detailed responses, please see Response to Comment Nos. 8-12 through 8-29.

COMMENT NO. 8-6

1.4 [sic] Section 5.0 considers these same issues in the section of the DEIR on Alternatives.

RESPONSE NO. 8-6

The comment is introductory in nature and provides the framework of the structure of the letter. Section 5 of the comment letter consists of Comment Nos. 30 through 37. For detailed responses, please see Response to Comment Nos. 8-30 through 8-37.

COMMENT NO. 8-7

2.0 THE ADEQUACY OF DRAWINGS AND OTHER GRAPHIC MATERIALS TO EXPLAIN THE PROPOSALS, AND PROVIDE EVIDENCE FOR THE CONSISTENCY OF EVALUATIONS PERTAINING TO CONTEXTUAL RELATIONSHIPS

2.1 The drawings in Section II, Project Description, make it difficult for the public or decision-makers to assess whether the projects are consistent with applicable policies, and whether all potentially significant impacts have been identified:

- the landscape plan included to show the ground level does not call out spaces, proposed uses, and design features that would define the pedestrian environment, nor does it show setback dimensions;
- plans are not provided to show where above ground parking would be located;
- plans are not provided to show the tower footprint in Option A;

- proposed entrance positions from the streets to the retail are not marked on the plans. These are required to assess the frequency of pedestrian points of access to retail space, which is a measure of pedestrian orientation.

RESPONSE NO. 8-7

As indicated in Response to Comment No. 8-2, additional figures are provided to further clarify specific features of the project that were not readily evident in the Draft EIR. Figures 1 and 2, of this Final EIR, illustrate pedestrian access points into the project, as well as frontage areas in which direct sidewalk access may be provided if the retail operation chooses. The site plans provided in Figure 12, *Site Plan - Option A* and Figure 13, *Site Plan - Option B*, in this Final EIR, illustrate the context of the project compared to the surrounding uses. The elevations provided in Figures 14 through 21, of this Final EIR, depict the street-view elevations of the project and adjacent uses from all four cardinal directions (north, east, south, and west) for Option A and Option B. These figures illustrate the scale of the project with respect to adjacent and surrounding uses. This additional information provides more detail regarding pedestrian access and the relationship of the project to surrounding uses. These figures support the conclusions reached in the Draft EIR regarding compatibility of scale, and pedestrian orientation.

COMMENT NO. 8-8

2.2 The DEIR also does not contain sufficient drawings, photographs or other illustrative and analytic materials to permit the public to:

- understand the neighborhood context, and the relationship of the proposed projects to it;
- understand the relationships of the proposed development to the surrounding buildings on Washington Blvd, and on the south side of the site;
- assess evaluations of consistency with the applicable plans that speak to these relationships;
- assess whether all potentially significant impacts arising from these relationships have been correctly identified.

The DEIR provides an aerial photograph and some photographs taken in the immediate vicinity of the site. These are inadequate to show the present architectural character and scale of development of Washington Blvd., or the surrounding residential neighborhood; or the scale relationship between the project and the surroundings generally; or the scale and other relationships between the projects and the adjacent church to the west; or the housing to the south.

Many techniques exist to depict and analyze these relationships, such as composite photographs and drawings, site cross sections, and schematic three-dimensional drawings showing the project in its setting. The DEIR treats the project site as an isolated island, and makes unsubstantiated statements and assumptions about these relationships, without the necessary description, evidence and analysis.

RESPONSE NO. 8-8

Section IV.A, Aesthetics, of the Draft EIR, provides a detailed analysis of the visual character of the project site and the surrounding area. The evaluation of the impact of the project with respect to the visual character of the project site and surrounding area, and the impact of the project on view fields is supported by photographs of existing conditions. Photographs of an existing project site are a standard tool in the visual character and view impact analysis since photographs show the existing condition of a project site and existing views across a project site. In addition, photographs and text in the Draft EIR describe the character of the surrounding community.

As indicated in Section IV.A of the Draft EIR, “The surrounding buildings are primarily one-story with some two-story structures” (page IV.A-4). Subsection IV.A.2.a(1)(b) and IV.A.2.a(2)(a) of the Draft EIR (pages IV.A-4 through IV.A-11) describe the visual character of land uses surrounding the project site, including uses along Washington Boulevard. As discussed therein, various commercial uses including a tire store, restaurants, and banks front Washington Boulevard in the project site vicinity, and the Washington Irving Public Library and a pocket park are located on Washington Boulevard to the west of 12th Avenue. As indicated in Section IV.A of the Draft EIR, one- and two-story residential uses are located to the north and south of commercial frontages along Washington Boulevard. In addition, Section IV.A of the Draft EIR describes the multi-family residential uses located immediately south of the project site as newer two-story stucco buildings. As indicated in Section IV.A, the majority of the structures in this area appear to be older and graffiti is visible in the surrounding area. Sections IV.A and Section IV.C, Historic Resources, of the Draft EIR contain a detailed discussion of the two-story St. Paul Catholic Church on Washington Boulevard to the west of the project site.

The Draft EIR provides 11 color photographs of the surrounding neighborhood (Figures IV.A-2 through IV.A-5). Photographs 1 and 2 depict low-rise commercial uses at the north side of Washington Boulevard (a bank, blue-cross insurance office, and restaurant, and vacant property). Additional information regarding strip commercial uses along Washington Boulevard, including Washington Boulevard’s fast food restaurants, used car lots, surface parking lots, and other specific detail, would not add to the understanding of the character of the street beyond that information provided in the Draft EIR. Section IV.A of the Draft EIR also includes a Photograph Location Map

(Figure IV.A-1), which provides street names on an aerial photograph of the area, as well as the location and orientation of each photograph. The depth of the project site, which characterizes it as a unique property in the context of the low-rise commercial strip fronting Washington Boulevard, is evident in the aerial photograph.

Figure II-6, Option A, Perspective Rendering, and Figure II-12, Option B, Illustrative Rendering, of the Draft EIR (Draft EIR, pages II-15 and II-25, respectively) provide a third dimensional view of both project options. Although the low-rise character of the surrounding area is discussed in the Draft EIR, additional perspective drawings of adjacent buildings are added to detailed site plans provided in Figure 22, *Three-Dimensional View of Option A*, and Figure 23, *Three-Dimensional View of Option B*, of this Final EIR, below. These figures represent the relative scale of the project with respect to surrounding uses.

COMMENT NO. 8-9

3.0 UNSUBSTANTIATED VALUE JUDGMENTS ABOUT DESIGN QUALITY IN CONSISTENCY ASSESSMENTS

The DEIR contains many value-laden assertions, used as terms of approval for the design quality of the projects, how they address the character of the surroundings, and the contributions they would make to neighborhood identity. These are not supported by definitions of what they mean, or explanations of the qualities they connote, or analysis of the features of the surroundings or the projects that would make their use appropriate.

They include, for example:

- “high quality design”; (p. IV.D-32)
- “unified design for the whole development”; (p. IV.A-44 and p. IV.A-52)
- “consistent urban design and architectural themes”; (p. IV.A-56)
- “enhanced pedestrian walkways”; (p. IV.A-44)
- design that would be “enhanced with architectural elements”; (p. IV.A-44)
- “aesthetically enhanced”; (p. IV.A-43)
- design that would “incorporate architectural elements”; (p. IV.A-47)

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Figure 22
Three-Dimensional View of Option A

Source: Fernald Architecture and Interiors, 2010.



Figure 23
Three-Dimensional View of Option B

Source: Fernald Architecture and Interiors, 2010.

- “well designed mixed-use buildings” (p. IV.A-56)
- “be aesthetically compatible with existing uses”; (p. IV.A-47)
- “improve the image of the area” with “aesthetically enhanced commercial and residential uses”; (p. IV.A-56)
- design that is “enhanced with unique architectural elements”; p. (IV.A-41)
- design that would “enhance the visual character of the site”; (p. IV.A-47)
- “design elements with an architectural theme that would be consistent throughout the development” (p. IV.D-33)
- “architecturally enhanced development that would be consistent with ... the scale and character of the area”; (p. IV.A-48)
- design that would “improve the identity of the area”; (p. IV.A-47)
- design that would “complement the character of the area”; (p. IV.A-47)
- “enhance the residential character”; (p. IV.A-46)
- “well designed buildings that would assist in creating a distinctive residential and commercial development”; (p. IV.A-46)
- the project would “enhance the character of the area” (p. IV.D-22)
- “the project would not result in aesthetic impacts on the existing neighborhoods” (p. IV.D-22)

These and similar value terms appear regularly in the DEIR sections on land use, aesthetics and alternatives. They are intended to support many assessments that the designs are consistent with applicable plans; and, cumulatively, they are used to imply that both projects, and all of the alternatives examined - including even those not yet designed - would constitute architecturally significant, high quality urban and architectural design, which would be compatible with the character and scale of the neighborhood, give it a new, pedestrian-oriented focal point, improve its identity, and relate well to adjoining uses. Very little analysis is provided to support any of these propositions; which, therefore, are no more than statements of opinion. Unsubstantiated opinion is always open to challenge, which is presumably why CEQA guidelines say that this does not constitute evidence (Title 14, para. 15064).

RESPONSE NO. 8-9

Section IV.A, Aesthetics, and Section IV.D, Land Use, of the Draft EIR, provide detailed analyses of the two options relative to aesthetic resources and land use, including compatibility. The evaluation of the project's aesthetic character is a required component of the Aesthetics chapter. By its nature, an aesthetics analysis of a project is somewhat subjective. The comment does not support its objection to the use of any of these terms, but rather simply lists the terms out of context. The discussion of the project's aesthetic value is based on the threshold standard that new buildings would not substantially degrade the existing visual character or quality of the site and its surroundings. Terms, as "high quality design," "unified design" and "well designed buildings," and other terms cited in the comment are used in the Draft EIR to convey the visual character of the project. The description of the visual character of the project is based on the architectural drawings and on the context of the project within the existing setting. Several terms cited in the comment are contained within the language of the adopted West Adams-Baldwin Hills-Leimert Community Plan (see pages IV.A-46 and IV.A.47 of the Draft EIR).

As discussed in the Draft EIR, the existing project site, which is an older, non-descript strip mall with a large, street-oriented surface parking lot offers little, if any, aesthetic value to the surrounding area (Draft EIR, page IV.A-3 through 4). The surrounding area on Washington Boulevard is industrial (to the east of 10th Avenue) and strip commercial (to the west of 10th Avenue). As indicated in Section IV.A of the Draft EIR, the majority of the structures in the area appear to show signs of aging, and gated windows and graffiti are common in the surrounding area (Draft EIR, page IV.A-4). Option A and Option B would have buildings that would incorporate varied roof heights, offset exterior walls that reduce the sense of mass, a variety of exterior building materials that add visual interest, unified design elements among the three buildings, substantial setback between the three component buildings, public landscaping, and other features that are consistent with established design principles.

The reference to "unsubstantiated value judgments" in the comment appears to be cited from CEQA Guidelines, Article 5, Preliminary Review of Projects and Conduct of Initial Study, Section 15064(f)(5), which states: "argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts and expert opinion supported by facts." This statute applies to the checklist determinations for the Initial Study to ensure that the Initial Study identify a comprehensive range of potentially significant impacts to be addressed in an EIR. The terms cited above are supported by a comparison of the proposed project (Option A and Option B) to the existing condition and are supported by fact. Compared to the existing condition, the use of the term "enhance" is appropriate to the project's architectural elements presented in the Draft EIR and in the comparison of the

project to the aging character of the project's existing strip commercial site and the aging character of some commercial and industrial properties in the area. The adjacent property directly across 10th Avenue from the project site is an auto service site with a street-facing surface parking area and visible, open service bays, painted advertisement signage (more than building identification) on the walls of the single-story commercial structure, overhead utility lines and poles, and a billboard, all of which are visible from Washington Boulevard. Directly to the north of the project site at the north side of Washington Boulevard is a vacant, chain link fenced, weedy field and to the east of that site is a large surface parking lot behind a chain-linked fence. Properties along Washington Boulevard to the east of 10th Avenue are generally single-story, quasi-industrial uses with no street-oriented entrances or identification signage. Billboards are also present in this area. The description of the project, the existing project site and the existing surrounding area in the Draft EIR supports the evaluation in the EIR and the use of the terms cited above.

COMMENT NO. 8-10

It seems, for example, that terms such as “cohesive”, “consistent” and “unified” might have been used in the DEIR to describe Option A partly because the upper levels of its 500 foot long facades on 10th street [sic] are embellished with similar, large, pre-cast concrete “elements”. These terms do not necessarily indicate good design, and in this case, the design tactic would not satisfy the intent of policies pertinent to appropriate scale and neighborhood character. It would make a large project seem bigger, more fortress-like, and less well-related to the surroundings than if one of many other possible design tactics to address scale had been employed. At a community meeting where Option A was presented by the design team (Option B was at the time not available) community members thought that the design was inward looking, over-scaled, crudely executed, and inappropriate for the neighborhood, and that it was disrespectful of existing patterns of development on Washington Blvd., and poorly related to surrounding housing fabric and the adjacent historic church. Many community members thought that the visual impact of the project would be significant and adverse, and not just because of the relationship between the tower and the church, as identified in the DEIR, but also because of the character and scale of the lower buildings, on which these pre-cast elements are prominent. Yet they, presumably, count among the “unique architectural elements” with which the project has been “enhanced”, and are among the reasons why it would “improve the image of the area”, “complement its character” and satisfy the project objective to produce an “architecturally significant” development.

RESPONSE NO. 8-10

Option A and Option B would change the appearance of the project site as viewed from Washington Boulevard and 10th Avenue. Because the project site is substantially deeper and larger than other commercial properties along Washington Boulevard, the character of the

property is dissimilar from Washington Boulevard's existing narrow, strip commercial frontage. The project would provide a larger, deeper development in place of an aging, single-story mall and large asphalt parking lot, in keeping with the size of the property. With amenities, such as street trees, the project would improve the visual character of the commercial frontage, as viewed from Washington Boulevard.

The interface of the project site with existing, lower density residential and commercial uses occurs along 10th Avenue. Under existing conditions, the project site's eastern street frontage along 10th Avenue consists of a single-story commercial use in the proximity of Washington Boulevard, a large asphalt parking lot, and the approximately 20-foot-high side wall of the existing grocery store. Tractor-trailer containers for recycled good are located along the building wall and the sidewalk. As shown in Figure II-6, *Option A-Perspective Rendering*, of the Draft EIR, Option A would provide street-facing residential uses above the Option A's first story commercial level along 10th Avenue. The residential building frontage along 10th Avenue would be articulated with a variety of building setbacks. Direct sidewalk access from 10th Avenue would be provided to the community center and police substation in Building B. Retailers in Building A may also provide pedestrian entrances from the 10th Avenue sidewalk. Street trees would also enhance the street frontage. An open driveway with sidewalks would be located in between Buildings A and B and would provide visual relief from a continuous building frontage along 10th Avenue. The same building configuration, uses, and landscape amenities would be provided under Option B. Compared to existing conditions, the landscaped setback at the southwest corner of the project site, street trees along both street frontages, the deep building setback at the Washington Boulevard entrance, and new construction and design, would improve the aesthetic image of the area compared to existing conditions.

The use of the terms, "enhanced" and "improve the image of the area," in the Draft EIR are terms presented in the Community Plan and, with respect to the project, are supported by the comparison of the project to existing conditions. The term, "architecturally significant" is used in Section I, Executive Summary, Section II, Project Description, and Section V, Alternatives, of the Draft EIR. The phrase is used to describe the objective of the project to "create buildings of lasting beauty through execution of high design and use of quality materials" (Section II.D.a(2), *Design Objectives*), and is not used as a description of the project or any of the project alternatives. The comment does not provide evidence that the statements in the Draft EIR are not appropriately supported, nor are any changes to the text in the Draft EIR required.

COMMENT NO. 8-11

Such value terms and judgments should not be in the DEIR unless they are defined, analyzed, and justified. It is not possible, for instance, to state that a project would be compatible

with the scale and character of the area, if you have not analyzed the scale and character of the area, or defined what compatibility means. It is not possible to describe a project alternative as “architecturally significant” if you provide no evaluation criteria for significance, and if there is, as yet, no design to evaluate.

RESPONSE NO. 8-11

The Draft EIR provides site plans and elevations that illustrate the conceptual designs for Options A and B (see the Draft EIR Project Description, Figures II-4 through II-12). The Draft EIR also describes the character of the project site and surrounding area (see Section IV.A, pages IV.A-2 through IV.A-7). The discussion of the aesthetic character of the project is a component of the Aesthetics analysis. As such, the use of “value terms” as cited in the comment is appropriate to the context of the discussion. Please refer to Response to Comment Nos. 8-9 and 8-10, above, for a more detailed discussion of this issue.

COMMENT NO. 8-12

4.0 DISPUTED CONSISTENCY AND IMPACT ASSESSMENTS IN THE AESTHETICS AND LAND USE SECTIONS.

This section addresses the consistency of the projects with the policies considered to be most relevant to contextual relationships. With the exception of the tower in Option A, the DEIR categorizes virtually every aspect of the designs as consistent with almost all such policies. The evidence provided is insufficient for the public and decision-makers to evaluate these assessments, or, in some cases, for the authors to make them. The policies in question are those addressing the appropriate density and height of community centers; appropriate scale, compatibility with neighborhood character; good integration with the surrounding built environment; and pedestrian orientation.

These are discussed below

RESPONSE NO. 8-12

The comment is introductory in nature and expresses concern regarding the conclusions reached in the Draft EIR relative to consistency with City policies. As discussed below, sufficient information is provided in the Draft EIR to support the conclusions of consistency in the EIR. The specific comments and associated responses are provided below. For detailed responses to the specific comments raised with regard to aesthetics and land use consistency, please see Response to Comment Nos. 8-13 through 8-22, below.

COMMENT NO. 8-13

4.1 DENSITY AND HEIGHT

General Plan Framework (hereafter GPF) 3.1.2 , 3.2.4, 3.7.1, 3.9.6, 5.7.2

The DEIR calls the projects “consistent” or “consistent, with requested entitlements”; or “partially consistent” with applicable policies, except for the tower in Option A.

The DEIR states on page IV-D-4 that the site is designated “community commercial”, which should, typically, have FARs ranging from 1.5 to 3.1, and that Table 3.5 of the GPF describes “community commercial” as “community centers”, in which buildings are expected to range from three to eight stories in height. The DEIR provides a footnote to say that the precise designation will be set by the Community Plan (hereafter CP). Page IV-D-7 states that the site has a 1.5 FAR, with a 1-VL height restriction of 45’.

RESPONSE NO. 8-13

The evaluation of project consistency with the General Plan Framework, the West Adams-Baldwin Hills-Leimert Community Plan, and the Mid-City Recovery Redevelopment Plan in Section IV.A, Aesthetics, of the Draft EIR, determined that the project would be consistent with most applicable aesthetics policies of these plans. For those policies in which the project would be consistent with a portion, but not all, of the policy, the determination of “partially consistent” was made and explained. For those policies with which the project would not be consistent, the determination of “inconsistent” was made. The determination of “consistent, with requested entitlements” is not applied in the Aesthetics chapter.

The evaluation of project consistency with the City of Los Angeles General Plan Framework, the West Adams-Baldwin Hills-Leimert Community Plan, the Community Redevelopment Agency (CRA) Mid-City Recovery Redevelopment Plan, the City of Los Angeles Walkability Checklist, and Southern California Association of Government’s 2008 Regional Transportation Plan and Compass Blueprint in Section IV.D, Land Use, of the Draft EIR determined that the project would be consistent with most applicable land use policies of these plans. For those policies with which the project would not be consistent with the policy without the requested entitlement the evaluation states: “Consistent, with Approval of Entitlement Requests.” The purpose of the statement, “Consistent, with Approval of Entitlement Requests,” is that the zoning and the land use designation is administrative in nature. The project would not proceed without the administrative approval of the proposed General Plan Amendment or zone and height change and, since such change would

bring the project into compliance with the zoning and land use designation, the project would not be inconsistent with the designation or policy.

The policies of the General Plan and Community Plan are reflected in the City's Zoning Code, which establish height and density requirements for the project site. As indicated in Section II.F, Necessary Approvals, of the Draft EIR, (pages II-27 through II-28) and as Project Features in the Land Use Section (pages IV.D-15 through IV.D-16) and as discussed in Section IV.D (pages IV.D-41 through 43), the project would require a General Plan Amendment and zone and height change. The City has determined that a Transitional Height Adjustment is not required for the project. The transitional height ordinance only applies when a C or M zone is adjacent to an RW or more restrictive zone. Therefore it does not apply to the project and a Transitional Height Adjustment has been removed from the list of necessary entitlements for the project. Please see Section IV, Corrections and Additions, of this EIR. This revision in the list of entitlements does not change the analysis or conclusions reached in the Draft EIR. The Draft EIR analyzes the project as proposed and applies the City's thresholds of significance to determine whether a significant physical impact would occur from project implementation. In and of itself, an inconsistency between a project and a plan is a policy or legal determination. While an inconsistency with a plan or policy adopted for the purpose of avoiding or mitigating an environmental impact could result in a significant impact, not all inconsistencies with a plan or policy necessarily result in a physical impact. Therefore, Section IV.D provides a detailed analysis of the project relative to the City's plans and policies. As indicated in Section IV.D of the Draft EIR, the project would not be consistent with all policies regarding density and height as the proposed project would exceed the allowable height and density. However, the analysis considers whether such an inconsistency would result in a physical impact on the environment. As concluded in Section IV.A, Aesthetics and Section IV.D, Land Use, of the Draft EIR, the proposed project would result in a significant physical impact relative to the adjacent visual resource.

General Plan Framework Policy 3.1.2, which allows for public infrastructure, does not apply to Option A or Option B and is not addressed in the Draft EIR.

General Plan Framework Policy 3.2.4 is to "provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts." As indicated in Section IV.D of the Draft EIR (page IV.D-22), the unified mixed-use project would enhance the character of the area. However, as discussed in the Draft EIR, Option A would only be "partially consistent" with this policy as the 18-story high-rise component in Option A would not be compatible in scale with the surrounding residential and commercial uses. It is noted, however, that the project site is the largest, cohesive commercial property in the region and that all proposed development would be located

entirely within the existing development site. The project would not encroach into the adjacent residential zone, or cause the removal of any existing residential uses, or physically change the existing scale or character of the adjacent residential neighborhoods. Figure 24, *Existing and Computer Rendered Views from 21st Street - Option A*, in this Final EIR, illustrates the effect of Option A, as viewed from 21st Street to the south of the project site. As shown in this simulation, Building B would be visible above the existing residential buildings on 21st Street; however, the tower component would be barely visible. Also, as shown in this simulation, Building B would not dominate or overshadow the existing offsite residential uses in a manner that would be deemed as an encroachment or in a way that would change the scale and character of the residential neighborhood.

Policy 3.7.1 is to accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans. The proposed residential uses are permitted in the existing zone; however, as discussed in the Draft EIR (page IV.D-23), the existing zoning does not allow the proposed density and height, and the project would be consistent only after approval of the proposed entitlement requests. The project would be consistent with the mixed commercial and residential development, as established in Table 3-1.

In the discussion of Policy 3.9.6 (Draft EIR, page IV.D-25), which requires that commercial and mixed-use buildings located adjacent to residential zones be designed and limited in height and scale to provide a transition with these uses, where appropriate, the Draft EIR found that the three- and six- story Buildings A and B in Option A and the two- to seven- story buildings in Option B would be compatible with the surrounding low-rise commercial along Washington Boulevard and the residential uses located east and south of the project site. However, the project was determined to be only partially compatible since Option A (Building C) would be uncharacteristically tall compared to the development within the surrounding neighborhood. Please refer to Response to Comment No. 8-41, below for a more a detailed discussion of the interface between the project and adjacent residential uses to the south.

An analysis of Policy 5.7.2 has been added to the EIR (see Chapter IV, Corrections and Additions, of this Final EIR). As discussed therein, the proposed project, which would locate only residential uses along the south edge of the project site would be consistent with Policy 5.7.2, which is to limit uses, where feasible, that are incompatible with housing on parcels directly adjacent to conservation neighborhoods.⁵ The proposed interfacing of residential uses on the project site with existing

⁵ According to the General Plan Framework, conservation neighborhoods are areas in the City not otherwise designated for a higher or specific use (center, mixed-use, etc.).



Existing



Proposed



Source: Fernald Architecture and Interiors, 2010.

Figure 24
Existing and Computer Rendered
Views from 21st Street
Option A

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residential uses to the south would be more consistent with Policy 5.7.2 than the existing condition, in which the adjacent residential neighborhood interfaces a large concrete wall associated with the back of the existing shopping center. The addition of Policy 5.7.2 in the Final EIR does not change the conclusions of the EIR regarding the compatibility of these interfacing uses.

As discussed in Section II, Project Description, (page II-5) and Section IV.D, Land Use, (page IV.D-7) of the Draft EIR, the site is zoned both C2-1VL and P1. The C2 zone permits commercial uses and the “1VL” designation indicates that the maximum permitted building height is 45 feet (three stories), with a FAR of 1.5:1 (one and a half times the permitted buildable area). The P1 zone, which permits both surface and underground automobile parking, has an allowable FAR of 3:1. The site is designated Commercial in the General Plan Framework. However, upon further review it has been determined that the site is not designated as a Community Center in the General Plan. Therefore, Objective 3.9 of the General Plan Framework, which applies only to designated Community Centers, is deleted from Section IV.D of the Draft EIR. Please see Section IV, Corrections and Additions, of this Final EIR.

As discussed in the Draft EIR, the project is not consistent with the existing zoning designation. The Draft EIR states that the project includes a request for a zone change to C2-2-D, approval of a General Plan Amendment to increase the FAR for all three parcels to 3:1, and a CUP to allow averaging of FAR of parcels within an initial parcel over five acres in size (Draft EIR, pages IV.D-40 and IV.D-41). The FAR under the Option A would be 1.78:1 and under Option B would be 1.61:1. Because the Draft EIR explains that the project is not consistent with the height and density restrictions on the project site and that the project would require a General Plan Amendment and a zone and height change (see Chapter IV.D, Land Use, pages IV.D-15, IV.D-16, IV.D-21 through IV.D-24, IV.D-30, IV.D-33, and IV.D-40 through IV.D-43; Aesthetics, pages IV.A-26 and IV.A-27; and Project Description, Section F, Necessary Approvals, page IV.II.F, page II-27 and II-28), the change in the discussion of the Community Commercial designation in the Draft EIR does not change the conclusions of the Draft EIR regarding the existing zoning and needed entitlements or the conclusions of the Draft EIR regarding the physical impacts ensuing from such administrative actions.

COMMENT NO. 8-14

GPF policy 3.9.1 is to accommodate community-serving commercial uses in areas designated as “community center”, in accordance with Tables 3.1 and 3.5. Table 3.5 addresses only zoning, not height or density, as incorrectly stated in the DEIR. Table 3.5 lists corresponding zones for community centers as CR, C4, and [Q]C2. Table 3.1 of the GPF, not Table 3.5, addresses height and density standards for community centers. It does so as follows:

“[a] focal point for surrounding residential neighborhoods and containing a diversity of uses, Community Centers generally range from floor area ratios of 1.5:1 to 3.0:1, characterized by two- to six-story buildings, e.g., some will be two-story Centers, some four- or six-story Centers depending on the character of the surrounding area.”

The GPF makes clear elsewhere that the surroundings should determine what is appropriate in any specific case: whether, for example, the appropriate height should be four or six stories. The GPF also states that greater intensities and heights can be expected in higher density neighborhoods, and that contextual factors such as proximity to historical resources might be a reason for lower heights and density. In addition, GPF policy 3.9.6 states:

“[r]equire that commercial and mixed-use buildings located adjacent to residential zones be designed and limited in height and scale to provide a transition with these uses, where appropriate.”

RESPONSE NO. 8-14

As discussed in Response to Comment No. 8-13, the Community Center designation would not be applicable to the site. Thus, the Community Center uses and allowable FAR listed in Table 3.1 and zoning categories cited in Table 3.5 are not applicable. References to Community Center policies, including Policy 3.9.1 and Tables 3.1 and 3.5 have been deleted from the Draft EIR. Please see Section IV, Corrections and Additions, of this Final EIR. However, because the Draft EIR explains that the project is not consistent with the density restrictions on the project site and that the project would require a General Plan Amendment and a zone and height change, the omission of the discussion of the Community Center designation, allowable heights, and uses does not change the conclusions reached in the Draft EIR regarding building heights and intensity of use.

COMMENT NO. 8-15

The identification in the DEIR of policies for density and height is therefore in part inaccurate, and is incomplete and misleading. Page IV.D-4 in the land use section of the DEIR incorrectly identifies the anticipated height range for community centers as three to eight stories; it does not refer to the GPF intent that on specific sites the appropriate height in the two to six floor range should be context dependent; Table IV.D-1 does not address consistency with the development standards set out GPF Table 3.1; the DEIR fails to identify or analyze the relevant contextual features; and it fails to refer to the qualification provided by policy 3.9.6.

RESPONSE NO. 8-15

As discussed in Response to Comment Nos. 8-13 and 8-14, the Community Center designation would not be applicable to the project and all references to Community Center and evaluation of Community Center policies have been removed from the Draft EIR. Please see Section IV, Corrections and Additions, of this Final EIR. Therefore, the density and height allowances provided for Community Centers in Table 3.1 would not be applicable. The Draft EIR acknowledges that the proposed project is not consistent with the General Plan's height and density designations for the site (as reflected in the existing requested General Plan Amendment and zone change). The intent of the evaluation of adopted plans and policies is to determine if any project inconsistencies would result in significant physical effects.

The impact of the project with respect to the context of the setting that would, otherwise, apply to the Community Center designation, is already addressed in the Draft EIR (Section IV.D.d(3), pages IV.D-58 through IV.D-62). The Draft EIR evaluates the compatibility of the project in relation to the surrounding community in terms of land use, size, intensity, density, and scale. The analysis considers compatibility on a community scale and a site-specific scale. Although the immediate vicinity of the project site is characterized by a range of low to medium density residential neighborhoods, the overall surrounding community consists of high-density urban development. The location of the project site within an Enterprise Zone and a Redevelopment area indicates that the area is experiencing more redevelopment activity. (See Section III.B Related Projects, of the Draft EIR; Related Project Nos. 10, 12, 13, 23, 24, 26, and 31). The Draft EIR concludes that the proposed residential and commercial/retail uses would be considered compatible with adjacent residential uses since the adjacent multi-family residential uses would benefit from proximity to the project's commercial/retail component and the design of the project would be non-intrusive on adjacent residential uses with enclosed loading facilities, interior trash collection, and an enclosed parking structure. Since the project would not substantially and adversely change the existing relationships between numerous land uses or properties in a neighborhood or community, the project (Option A and Option B) would not result in a significant impact with respect to the existing setting.

COMMENT NO. 8-16

This inaccurate categorization of GPF policies affects the assessments in Table IV-D-1. Height and density are nowhere considered in relation to contextual specifics, not on page IV-D-21, where consistency with general height and density provisions is analyzed; or on page IV-D-25, where the DEIR examines consistency with 3.9.6. Consistency or consistency with entitlements is assumed without any supporting evidence.

RESPONSE NO. 8-16

As indicated in Response to Comment No. 8-13 the Community Center designation would not be applicable to the project and all references to Community Center and evaluation of Community Center policies (including Table 3.1) have been removed from the Draft EIR. See Section IV, Corrections and Additions, of this Final EIR. The Draft EIR indicates that the project is not consistent with the General Plan designation for the project site and that it would only be consistent with the approval of the requested entitlements. Section II.F, Necessary Approvals, of the Draft EIR lists the approvals required from the City for development of either Option A or Option B. These include a General Plan Amendment and zone and height change. As indicated in Response to Comment No. 8-13, a Transitional Height Adjustment is not needed for the project.

COMMENT NO. 8-17

According to Table II-1 of the DEIR, Alternative A would have a height range of three to 18 stories, with the highest building other than the tower set at seven stories. The height of the highest building other than the tower is not stated. Alternative B would have four to seven stories, with a maximum height of 85'. Both options therefore exceed the current planning designations for height and density in the CP and the Zoning Code, and the six stories set out in the GPF as the typical upper range for community centers. Given the stated intent of the GPF that contextual issues should be considered, it cannot merely be assumed that a project will be consistent as long as it falls somewhere within ranges in the general GPF guidelines.

RESPONSE NO. 8-17

As indicated in Section II, Project Description, of the Draft EIR, Option A would have three buildings. Building A would be approximately 68 feet in height; Building B would be approximately 85 feet in height and Building C would be approximately 205 feet in height. As indicated in Section II.F of the Draft EIR, the Applicant is requesting several entitlements, including a General Plan Amendment. However, the inconsistency with the General Plan Framework and the proposed amendment and zone changes do not necessarily translate into significant environmental physical impacts. The Draft EIR analyzes the project (Option A and Option B) as proposed and applies the City's thresholds of significance to determine whether a significant physical impact would occur from project implementation. In other words, the intention of the significance threshold regarding compliance of a project with an applicable guideline or regulation is to determine if non-compliance would result in a significant physical impact.

COMMENT NO. 8-18

The height and density designations in the current CP and zoning code are a FAR of 1.5, and a maximum height of 45'/three stories. The DEIR recognizes this, but states that both projects would be “consistent, with entitlements” without further analysis.

The 1.5 FAR is at the bottom of the range identified by the GPF as appropriate for community centers, and both projects propose nearly doubling the permitted height and more than doubling the number of stories in buildings other than the tower. The FAR of the proposed projects is not given, and is not possible to calculate with the information provided.

RESPONSE NO. 8-18

As indicated in Response to Comment No. 8-13, the Draft EIR analyzes the project as proposed and applies the City’s thresholds of significance to determine whether a significant physical impact would occur from project implementation. The Draft EIR contains detailed analyses in eight issue areas. As indicated in Response to Comment No. 8-13, in and of itself, an inconsistency between a project and a plan is a policy or legal determination. While an inconsistency with a plan or policy adopted for the purpose of avoiding or mitigating an environmental impact could result in a significant impact, not all inconsistencies with a plan or policy necessarily result in a physical impact. Therefore, Section IV.D provides a detailed analysis of the project relative to the City’s plans and policies. As indicated in Section IV.D of the Draft EIR, the project would not be consistent with all policies regarding density and height as the proposed project would exceed the allowable height and density.

The project’s inconsistencies or “consistent, with entitlements” with policies and regulations would be significant only if the inconsistencies result in physical environmental impacts. For instance, an entitlement that allows taller buildings in some instances could increase glare and offsite shading, and higher densities allowed under an increased density entitlement could increase traffic and burden the street system, generate greater air pollution, etc. to levels that exceed significance thresholds. In the case of the proposed project, the increased building height under Option A would block views of St. Paul’s Catholic Church from westbound Washington Boulevard and would result in an indirect significant impact to the historic resource. Therefore, the increased building height is identified in the Draft EIR as significant. The entitlement is part of the project as indicated in Section II.F, of the Draft EIR. The physical effects of the entitlements (i.e., the proposed height and density of the project) are evaluated throughout the EIR.

The proposed FAR is discussed in Section IV.D, Land Use, of the Draft EIR. The FAR for Option A would be 1.78:1 (page IV.D-40) and the FAR for Option B would be 1.61:1 (page IV.D-42).

COMMENT NO. 8-19

The DEIR claims, when considering GPF policy 3.9.6. on page IV-D-25, that all buildings between two and six stories would be compatible with the surroundings. It makes this assertion although the intent of GPF policy for community centers is that this must be established, not merely assumed. Six stories and the proposed heights are not permitted by the current CP designation; and either project could be substituted for the illustration in 5.7.2 of the GPF, which shows how transitions with adjacent residential development should not be handled.

Moreover, the building heights stated in the clauses analyzing 3.9.6 are incorrect. They are not the same as the drawings show, and are also inconsistent with the heights provided in Table 11-1. For example, the discussion under 3.9.6 gives the height of Option B as two to five stories. Table 11-1 gives the this [sic] as four to seven stories. The drawings also show seven stories as the height of the highest building in Option B.

RESPONSE NO. 8-19

Please refer to Response to Comment No. 8-13, above, regarding “Community Centers.” As discussed in Response to Comment No. 8-13, the site is designated Commercial and is not designated as a Community Center. Therefore, General Plan Framework criteria applicable to the “Community Center” designation do not apply to the project site. Corrections are made to the Draft EIR to omit references to the Community Center designation or related standards. Please see Section IV, Corrections and Additions, of this Final EIR.

COMMENT NO. 8-20

The site is not in a high density area, notwithstanding statements in the DEIR to the effect that it is “highly urbanized”. There is nothing equivalent in scale, height and intensity to either project anywhere in the vicinity; the site is adjacent to a residential area with one and two story buildings; it is also immediately adjacent to an historical resource; and it is on a gateway street to the West Adams Terraces HPOZ, which is within easy walking distance. No analysis is provided to show why, in these surroundings, such large, dense and high projects, with the systems of detail proposed, would be consistent with applicable policies to defend neighborhood scale and character, or why there would be no potentially significant impacts other than from the tower. There is no justification to support the implied assertion that whereas an eighteen storey building would have a significant impact, a seven storey building would not.

RESPONSE NO. 8-20

As stated in the Section IV.D, Land Use and Planning, of the Draft EIR (page IV.D-58), the immediate vicinity of the project site is characterized by a range of low to medium density residential neighborhoods while the overall surrounding community consists of high-density urban development. The Draft EIR also states several times that the area is highly urbanized. The statements in the Draft EIR take into account the location of the site along a mid-City corridor within a large major city, the proximity of the mid-Wilshire district and the central city to this corridor, and the age of the area (the Los Angeles mid-City is one of the oldest developed sections of the City). As testimony to the long-term urbanization of the area, Washington Boulevard is recognized by the existing Enterprise Zone designation and the Mid-City Corridors Redevelopment Project as an area in which urban blight have occurred as a result of the age of the area and the outward expansion of the City away from its more central core. The application of the term, “density” to land use applies to intensity of development, as well as the character of residential development. The section of Washington Boulevard, between 10th Avenue on the west and Central Los Angeles on the east, is designated for, and occupied by, industrial uses. The industrial zone and industrial uses are considered higher intensity than residential and commercial uses.

Regarding neighborhood scale and character, the project would be developed entirely within an existing, large C2-zoned commercial site, along an existing commercial/industrial corridor, and would not encroach into any existing residential properties. The project site is currently occupied by a large asphalt parking lot and a strip mall, in which adjacent residential uses interface the 30-foot-high blank concrete wall of the shopping center. Along the existing residential interface, the proposed mixed use project would introduce residential uses, which would be considered more compatible in character with adjacent residential uses than the existing mall or industrial uses in the area. The Draft EIR describes the proposed 18-story tower in Option A as uncharacteristically tall compared to the development in the surrounding area because mid-City corridors are generally low-to medium-rise (although mixed with high-rise in some areas). With the exception of the 18-story tower, the project is mid-rise in character and would be consistent with existing and projected development in the Los Angeles’ mid-City corridors.

COMMENT NO. 8-21

Therefore, the contextual analysis to determine the appropriate density and height for a community center on this site is inadequate; the GPF policies that require it are not identified (particularly as set out in Table 3.1 of the GPF); other GPF policies concerning the height and density of community centers are stated inaccurately; the projects are described incorrectly; and there is no material to illustrate the context adequately, or show how the projects would relate to it.

For these reasons, it is impossible to evaluate the consistency assessments provided, or to accept the assumption that all potentially significant impacts have been identified.

RESPONSE NO. 8-21

The Draft EIR provides information as to the project location; existing land uses in the surrounding area; and the designation of the project site in the General Plan, Mid-City Corridor Redevelopment Plan, and the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan and Compass Blueprint Plan. The Draft EIR does not omit any pertinent policies of any applicable land use plans. However, as indicated in Response to Comment No. 8-13, the site is not designated as Community Center. This issue is addressed and corrected in Section IV, Corrections and Additions, of this Final EIR.

COMMENT NO. 8-22

Moreover, in a meeting with to the developer, many community members expressed concerns about the density and height of Option A. So, the DEIR authors suppress consideration of what these community members saw as a significant impact.

RESPONSE NO. 8-22

The Draft EIR addresses community concerns regarding density and height. The presentation and analysis of Option B in the Draft EIR was introduced in order to address community concerns regarding the proposed building heights in Option A. Option B would eliminate the 18-story tower that is proposed in Option A. In addition, the Draft EIR specifically evaluates environmental impacts associated with building heights, including the issue of land use compatibility (see Section IV.A, Aesthetics, and Section IV.D, Land Use, of the Draft EIR). Impacts associated with density, which is understood to be the combination of total commercial floor area and number of residential units, is evaluated in all of the sections of the Draft EIR. The Draft EIR makes findings of significance under Option A relative to the height of the 18-story tower in aesthetics and historic resources.

COMMENT NO. 8-23**4.2 NEIGHBORHOOD COMPATIBILITY****Objective 1-3, 1-4, 1-6.2**

Both projects are rated consistent with the plans, policies, goals and guidelines to:

- preserve the varied and distinct character of existing single and multi family neighborhoods;
- preserve and enhance neighborhoods with a distinctive historical character;
- preserve community character, scale and architectural diversity.

These assessments are not supported with sufficient evidence and analysis. This is partly because the issues referred to in Section 4.1 above were not adequately analyzed. But it is also because the analysis in the DEIR of the neighborhood character more generally is insufficient. Neighborhood character can be analyzed by examining such factors as scale, prevailing site development patterns, typical building to street relationships, typical building heights, and prevailing architectural character. This site has a double orientation: to Washington Blvd.; and the surrounding residential area. The analysis is required for both.

RESPONSE NO. 8-23

The project site is a large, existing commercial site within both a regional and local context. The Draft EIR identifies the adjacent residential neighborhood as low-rise in character and evaluates the interface of the project with the adjacent residential neighborhood. As discussed in the Draft EIR, the project would not be located on, or extend into, any existing residential properties. The project would not remove any existing low-rise residential uses. As discussed in the Draft EIR, the project would be visible from residential streets, but would not directly change the character of the residential neighborhoods. The unusual depth of the site necessitates that the existing shopping center and the proposed project interface with several single-family or duplex homes in the residential area to the east and south of the project site. However, the existing residential neighborhood is currently affected by the existing land uses on the project site, which include a 30-foot-high concrete block wall of the shopping center interfacing the back garages of duplex or triplex homes on 21st Street. As discussed in the Draft EIR, the proposed project would add new residential uses and would contribute to the residential character of the surrounding residential neighborhood.

As discussed in the Draft EIR, the community character of the area is mixed, with a large middle school campus and parking lots located to the north of Washington Boulevard. An industrial strip, which extends to the Central City, is located to the east of 10th Avenue along both sides of Washington Boulevard. A private school and apartments are located directly to the east of the project site, to the south of the industrial pocket at the southeast corner of Washington Boulevard and 10th Avenue. The location of the project site as a large existing, commercial property within the Mid-City Corridor Redevelopment Project and consistency of the project with the objectives of current land use plans, such as SCAG's 2008 Transportation Plan and Compass Blueprint to focus development in existing cities and urban centers, indicates that the intensification of development under the proposed project would be consistent with the trend and long-range planning objectives for the mid-City area.

As discussed in the Draft EIR, the proposed project would change the scale of the development on the existing site and would add architectural diversity. The conclusion that the project would be consistent with neighborhood compatibility policies in the Draft EIR is supported through the discussion of the range of applicable plans and the comparison of the project to existing conditions. Additional figures are presented in this Final EIR to clarify the context of the project (Option A and Option B) relative to the surrounding uses. Please see Response to Comment No. 8-2, Figures 12 through 21; Response to Comment No. 8-8, Figures 22 and 23, and Response to Comment No. 8-13, Figure 24 for more detailed information.

COMMENT NO. 8-24

Because the DEIR lacks this analysis, and fails to provide sufficient graphic material even to show what the neighborhood is like, and how the projects would relate to it, no basis is provided for assessing evaluations that the projects would be compatible with the surroundings, and that there would be no significant aesthetic or other impacts arising from incompatibility in scale and character.

For example, according to page V.A-46 of the DEIR, Option A will enhance the historical character of the neighborhood, by replacing a problem site with "well designed buildings" that will create a "distinctive commercial and residential environment". It is not explained what the term "well-designed" means, whether it includes appropriate contextual response, or why these particular residential and commercial developments would be "distinctive". It is not explained why these assessments would be consistent with I-4 and I-5, or appropriate for projects that place an 18 storey tower next to the much lower steeple of an historical Church; ignore historical patterns of building to street relationship along Washington Blvd.; make little attempt in the massing or detailing to acknowledge the scale and character of surrounding development; or to address the fact that the proposed projects are located next to a two-storey residential area. There is just the opinion that the

projects will be consistent with policies and guidelines, without the requisite supporting analysis or evidence.

RESPONSE NO. 8-24

Section IV.A, Aesthetics, Section IV.C, Historic Resources, and Section IV.D, Land Use and Planning, of the Draft EIR contain detailed analyses regarding the existing surrounding used, the historic context of the area, and land use compatibility. However, in order to clarify the public's understanding of the project, additional figures that show Option A and Option B in the context of the surrounding setting are provided in this Final EIR. Please refer to Response to Comment No. 8-2, Figures 12 through 21; Response to Comment No. 8-8, Figures 22 and 23, and Response to Comment No. 8-13, Figure 24, above.

COMMENT NO. 8-25

4.3 PEDESTRIAN ORIENTATION

Objectives 3.16 and 3.9.5, goal 3L, and policies 5.8 and 5.8.1

Both options are stated in the DEIR to be consistent with policies pertaining to pedestrian orientation. GPF policies encourage street-related pedestrian activity.

While any plaza is by definition pedestrian-oriented to some extent, there is also the question of what the projects would mean for pedestrian activity on Washington Blvd and 10th Avenue. At a minimum, analysis of this would have required the identification of likely pedestrian movement patterns, and the number and locations of entrances to the commercial space from the streets. and the presence or absence of spaces that might encourage street-oriented commercial or other activity. A building to which people drive and park, thereafter to emerge on a interior plaza shared by cars and people, may be pedestrian-oriented in some sense, though it does little to promote the type of pedestrian street activity favored by the GPF. The DEIR fails to address this issue, or to provide sufficient information to permit the judgments it contains to be evaluated.

RESPONSE NO. 8-25

As discussed in the Draft EIR, the landscaped plaza between Buildings A and C (under Option A) (page IV.A-28) and between Buildings 1 and 3 (Option B) (page IV.A-31) would be visible and accessible from Washington Boulevard. This plaza and broad sidewalks leading to the central courtyard from Washington Boulevard would be attractive to pedestrians along Washington

Boulevard and, thus, enhance the pedestrian environment. Also, as discussed in the Draft EIR (page IV.D-45), with the implementation of Mitigation Measure G-18, Option A and Option B would provide a landscaped median on the west-side crossing of the Washington Boulevard and 10th Avenue intersection to decrease the pedestrian crossing distance across Washington Boulevard. The undergrounding of utilities and subterranean (rather than surface) parking would also enhance the pedestrian experience. Ground floor retail and restaurant uses would be provided in Buildings A, B, and C and several pedestrian access points into the project would be provided. In addition, as shown Figures 1 and 2 (see Response to Comment No. 6-3), retailers along Washington Boulevard and 10th Avenue would have the option to provide sidewalk entrances along the majority of the street frontages. Sidewalk improvements and street trees, landscaping, benches, trash receptacles, pedestrian-oriented lighting and signage, and attractive paving materials would also enhance the pedestrian experience. (Draft EIR, page IV.D-48). The Draft EIR provides adequate information regarding the issue of pedestrian enhancements, and no further information or addition is necessary.

COMMENT NO. 8-26

Both designs place a big box store along 10th Avenue, extending round the corner on to Washington Blvd; and Option B places a second store of this kind on Washington Blvd. on the west side of the lot. The exteriors of big box stores are not street oriented, or pedestrian friendly, and generally do not enliven streets. They tend to have few entrances, and uninteresting store fronts. It is difficult to establish from the drawings where the proposed entrances to commercial spaces would be, but it seems from the drawings as though there may be no more than two or three entrances from Washington Blvd and 10th Avenue. Assuming that there are three, this would be approximately one entrance to street-accessible commercial space every 320 ft., i.e. the length of a football field. Moreover, in Option A, a long stretch of the 10th Avenue façade is blank.

RESPONSE NO. 8-26

Option A and Option B are not designed as “big box” facilities, which usually comprise a single-story, “stand-alone” building with a broad surface parking lot. The Applicant, however, would seek a large national retailer for Option B. Anticipated uses include a post office, grocery and drug store among other retail uses. As illustrated in Figures 1 and 2, of this Final EIR, both Option A and Option B would provide several pedestrian access points, as well as “zones” in which retailers may choose to provide direct sidewalk access (see Response to Comment No. 6-3, above).

COMMENT NO. 8-27

In both cases, the Washington Blvd. façade of the building on the west side of the lot is set back from the street behind an intervening strip of landscaping. In Option A, this landscaping partly

hides the parking, which is not set back behind commercial space for the full width of the Washington Blvd façade. This landscaping also extends across what seems to be the entrance to the commercial space on the east side of the plaza, separating it from Washington Blvd. The Washington Blvd. façade of both projects is discontinuous because of this setback, and because of the way that the entry to the plaza is designed. The historic development pattern on Washington Blvd is that buildings follow the lot line, and CP Guidelines states that where in urban areas there is an established line of development, this should be maintained to encourage pedestrian activity. Neither project does this.

RESPONSE NO. 8-27

The depth and size of the project site requires that some of the project's commercial storefronts be accessed from within the project site, than would be the case with more linear strip commercial properties, characterizing many commercial uses along Washington Boulevard. The setback of the project's central frontage from Washington Boulevard is to provide a plaza entrance into the project and to encourage and accommodate pedestrian access to the interior of the project. All other building frontages areas are adjacent to the lot lines and directly interface the public sidewalks along Washington Boulevard and 10th Avenue.

COMMENT NO. 8-28

For these reasons, neither project would enhance pedestrian orientation to the streets, and should therefore have been identified as only partially consistent with the intent of policies to promote pedestrian orientation.

RESPONSE NO. 8-28

The comment is conclusionary in nature. Please see Response to Comment Nos. 8-25 through 8-27 for detailed responses to the issues raised.

COMMENT NO. 8-29

In fact, when Option A was presented to the community, the project team stated that they regarded the neighborhood as unsafe, and that they wanted an inward facing project, turning its back on the surrounding environment. Glass on the façade is not sufficient to make a project pedestrian friendly, or outward oriented, and the project renderings, suggesting orientation to the streets, disguise what is really case. A number of community members at this meeting saw Option A as an inward-oriented fortress.

RESPONSE NO. 8-29

The City does not concur that the project is not pedestrian friendly, or that it turns its back on the surrounding environment. Figures 7, 8, and 9, of this Final EIR, which are provided in Response to Comment No. 6-3, further clarify the pedestrian orientation of the project's street frontages under both Option A and Option B. As shown in these figures, street trees, landscaped building setbacks, streetscape (benches, pedestrian lights, waste receptacles), and exterior articulation of building facades, would create an interactive frontage with the public street and sidewalk. Figures 1 and 2, which are also provided in Response to Comment No. 6-3, further demonstrate the accessibility of the project from the public sidewalk. With the broad entrance into the central courtyard from Washington Boulevard, a community-serving commercial use that would be accessed directly from the sidewalk on 10th Avenue, a retail or restaurant use that would be accessed from the public sidewalk at the corner of Washington Boulevard and 10th Avenue, and optional street access for retailers along both Washington Boulevard and 10th Avenue, both Option A and Option B would be interactive with the surrounding community.

COMMENT NO. 8-30

5.0 ALTERNATIVES

The unsubstantiated use of value terminology and lack of analysis of context are problems also in the section in the DEIR on alternatives. Since neither Alternative A or Alternative B is a likely, or even desirable, outcome of this process, comparisons between the projects as proposed, and alternative mixed-use projects, are particularly important to permit the public to evaluate options, impacts and trade-offs. In the DEIR, these include Alternatives C, D, and E.

RESPONSE NO. 8-30

Please refer to Response to Comment No. 8-9, above, regarding the use of the terms that the comment deems as "unsubstantiated value terminology." These terms, which include for example, "high quality design," "unified design for the whole development," "consistent urban design and architectural themes," etc., are substantiated by the description of the project's design features in the Draft EIR and a comparison in the Draft EIR of the project's aesthetic character to the aesthetic character of the existing site and the surrounding area. The discussion of the existing visual character of the surrounding community establishes context. Therefore, the premise of the comment that these terms are unsubstantiated and that context is not provided is not correct.

With regard to the alternatives analysis, as indicated in Section V., Alternatives, of the Draft EIR, direction regarding the definition of project alternatives is provided in CEQA Guidelines Section 15126.6(a) as follows:

“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

The comment expresses interest in Alternatives C, D, and E. This portion of the comment contains an opinion and does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project. Please see Response to Comment Nos. 8-31 through 8-37 for detailed responses to the more specific comments made with regard to alternatives.

COMMENT NO. 8-31

Since the DEIR fails to recognize the possibility that projects of the scale, height, density and architectural character proposed might not be consistent with applicable policies, and might have potentially significant impacts on the surroundings other than just from the tower, the alternatives are not structured to examine bulk, height, massing, ground floor design for pedestrian orientation, and architectural expression. The alternatives address only the position of the tower, and reduced density in the abstract.

RESPONSE NO. 8-31

No information has been presented in this letter that would change the conclusion of the Draft EIR that, with the exception of Option A’s 18-foot tower, the project would be consistent with the scale and character of the existing urban setting. Also, no information has been provided in the comment to indicate that any inconsistencies with plan policies would result in significant physical impacts, other than those significant, unavoidable impacts associated with a historic resource (St. Paul Catholic Church), traffic, libraries, construction air quality, and construction noise identified in the Draft EIR. In accordance with CEQA Guidelines Section 15126.6(a), the alternatives were selected on the basis of the potential to address the significant impacts identified for Option A and Option B in the Draft EIR. Since no new significant impacts are indicated, it is not necessary to evaluate additional alternatives in the Draft EIR on the basis of this comment.

COMMENT NO. 8-32

Alternative C, which is purported to address the impact of the proposed development on St Paul's Church, provides drawings for a revised project to reduce this impact, but, inexplicably, the church is not shown on these drawings except on a plan. This makes it impossible for the public to evaluate Alternative C, since the scale differences between the apartment tower and the church are

not illustrated. Moreover, there is no explanation or evidence provided to explain why moving the tower back by 40' would allow the impact assessment to be changed from “significant” to “less than significant”. Plan V-3 shows the apartment tower moved back to the line of the rectory, but since the significant relationship is that between the church, its steeple, and the apartment tower, it is not clear what effect this would have. The scale relationship between the church and the apartment tower would remain the same. Alternative C would still place a structure at least three times higher than the church steeple adjacent to it.

Moreover, in Alternative C the Washington Blvd. façade would relate less well to the street, and make the street definition and the pedestrian orientation of the project worse.

The material for the public to evaluate the revised significance assessment, and the authors' evidentiary basis for making it, are not provided by the DEIR.

RESPONSE NO. 8-32

As discussed in the Aesthetics and Historic Resources sections of the Draft EIR, the upper height ranges of Option A would impair and interrupt primary views of the adjacent Church and Rectory's character-defining features from westbound Washington Boulevard. The obstructed views of the Church, not the comparative scale of the Option A, would result in a significant and unavoidable aesthetic and indirect historic resources impact (Section IV.A.b(1) and Section IV.C.5, pages IV.A-64 and IV.C-34, respectively). Under Alternative C, the 40-foot setback of Building C would open views of the church from westbound Washington Boulevard and, therefore, would reduce the impact associated with blocked views of the Church to a less than significant level.

Setting back the tower 40 feet from Washington Boulevard and aligning it to the setback of St. Paul's Rectory, would provide a meaningful increase in the viewshed when travelling west on Washington Boulevard just east of the proposed project. Views of St. Paul's Catholic Church and Rectory from Washington Boulevard are significantly greater in Alternative C compared with Option A. Figure 25, *Existing and Computer Rendered Views from Washington Boulevard - Alternative C* demonstrates the view of St. Paul's Catholic Church that would be available, with the implementation of the building setback under Alternative C. As shown in Figure 25, the Church steeple and Rectory would be substantially visible from Washington Boulevard. Figure 26, *Building Setbacks under Option A, Option B, and Alternative C*, provides a comparison of the



Existing

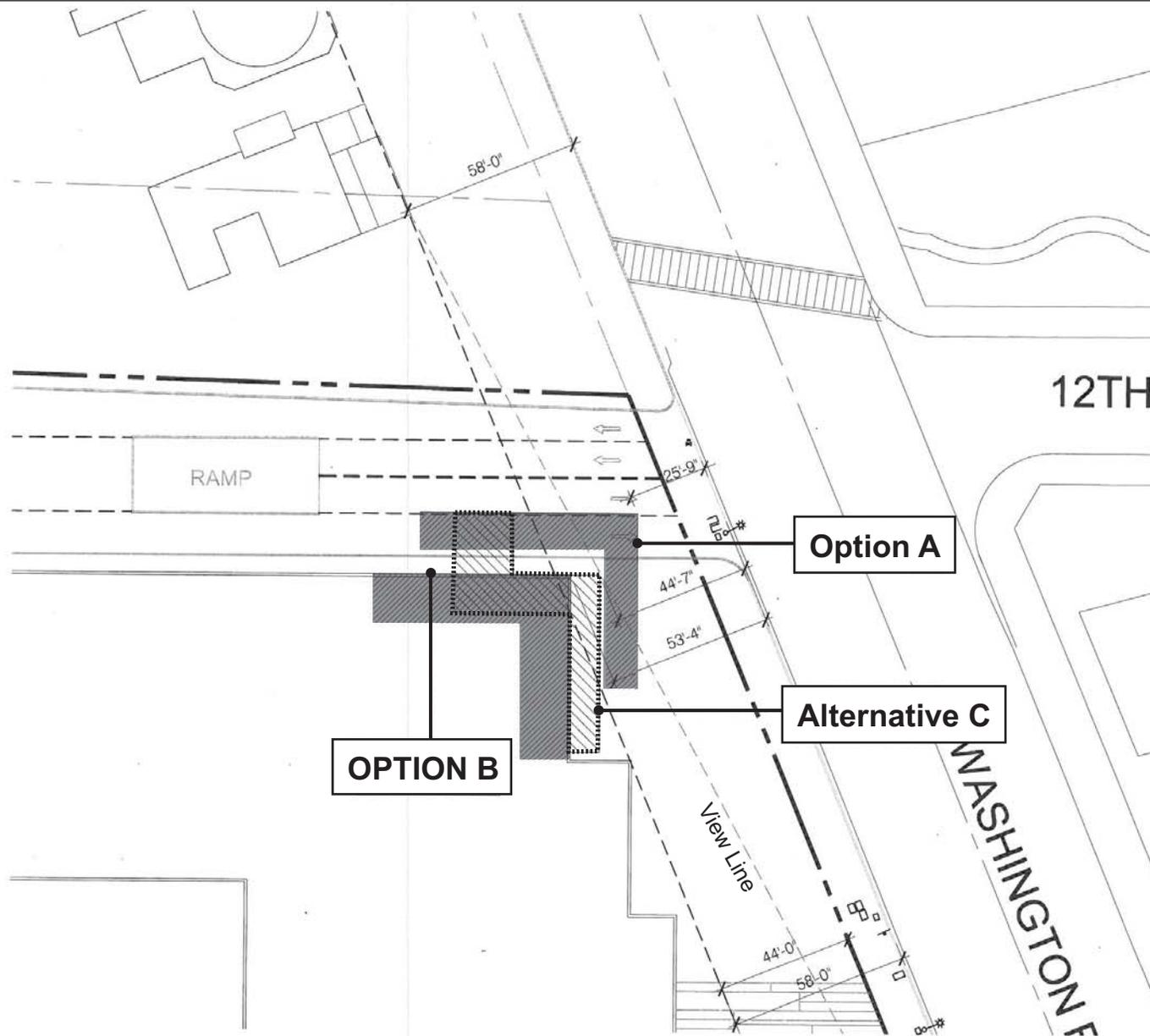


Proposed



Source: Fernald Architecture and Interiors, 2010.

Figure 25
Existing and Computer Rendered
Views from Washington Boulevard
Alternative C



No scale

Source: Fernald Architecture and Interiors, 2010.

Figure 26
 Building Setbacks Comparison of
 Option A, Option B, and Alteration C

various dimensions represented in the simulated figures. Please also see Figure 25, above, and Figures 9 and 10, in Response to Comment No. 6-3.

COMMENT NO. 8-33

There is also no information provided as to why the modifications examined in alternatives D and E were selected, nor what environmental issues they were intended to address. Alternative D proposes fewer units by reducing the height of the building on Washington Blvd. and 10th Ave. In terms of analytic richness, reducing the building height in this particular position is the worst of possible choices. It addresses only impacts arising from the number of units, such as traffic. It does not address impacts on the surroundings arising from built form and massing. It would have no effect on the relationship of the project to the church; and no effect on the transition between the project and the residential area to the south. It is unclear what benefits would arise to the 10th street [sic] facade by reducing the height at the Washington Blvd. end; and the reduced height at the corner of Washington Blvd. and 10th Ave. would have detrimental effects on the definition of the major street abutting the project. The height is removed where it makes least sense.

RESPONSE NO. 8-33

As indicated in Response to Comment No. 8-30, CEQA Guidelines Section 15126.6(a) requires that an EIR describe and compare with the project a range of reasonable alternatives to the project that would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project. As discussed in Chapter IV of the Draft EIR, with the incorporation of project design features, Option A would result in significant unavoidable aesthetics impact due to the view obstruction of a valued resource, a significant unavoidable indirect impact to an adjacent historic resource, a significant unavoidable impact to the transportation system, and libraries as well as air quality and noise impacts during construction. Option B would result in significant unavoidable impact to the transportation system and libraries, as well as air quality and noise impacts during construction.

Alternatives D and E represent reduced intensity developments for Option A and Option B, respectively. The purpose of these alternatives was to reduce the significant unavoidable traffic and libraries impacts. (Alternative C was designed specifically to address the significant unavoidable indirect impact to the adjacent historic resource.) As no significant unavoidable impacts were identified with regard to built form and massing, an alternative that would reduce such an impact was not necessary. The determination of the removal of the units from the particular buildings (from Building A under Option A and from Building 1 under Option B), was to create an alternative that is realistic and could be developed.

COMMENT NO. 8-34

The analysis of Alternative D does not address any effects of the change, except those arising merely because there are fewer units. The same, unsubstantiated and unexplained value claims as were made for Option A are merely repeated: it will be a “unified mixed-use development with enhanced architectural features” [and] “the buildings would be developed with a cohesive and unified architectural design”, etc. It would also meet the objectives of the project to provide an “architecturally significant” development, though no criteria for architectural significance are provided, and the design is not illustrated.

RESPONSE NO. 8-34

CEQA Guidelines Section 15126.6(a) requires the evaluation of the comparative merits of the alternatives. In addition, CEQA Guidelines Section 15126.6(d) requires that “The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix may be used to summarize the comparison.” Thus, a similar level of detail for the alternatives is not required in the CEQA Guidelines.

As indicated in Response to Comment No. 8-33, the purpose of Alternative D is to present a reduced intensity project compared to Option A that would reduce the significant unavoidable impacts to traffic and libraries that would occur under Option A. The summary description of Alternative D’s design features is to convey that this alternative would be designed with the same layout and architectural principles as under Option A, which were determined to upgrade the existing appearance of the site. Since Option A was determined have a less than significant impact with respect to visual quality, the summary statement describing Alternative D conveys that a similar design element and upgrade of the project site under Alternative D would also be less than significant.

The City of L.A. CEQA Thresholds Guide (2006) and thus the Draft EIR do not provide threshold criteria for architectural significance. The Draft EIR discusses the project’s architectural features in Section IV.A.3.c, Project Design Features (pages IV.A-22 through IV.A.23), in which the project’s “unified mixed-use development with enhanced architectural features” and “cohesive and unified architectural design” are discussed. Section III.A, Aesthetics, evaluates the visual character/quality of the project based on threshold standards that include whether the project would substantially alter, degrade or eliminate the existing visual character of the area, including visually prominent existing features or other valued resources and whether project features would substantially contrast with the visual character of the surrounding area and its aesthetic image (see Section IV.A.3.d(1), pages IV.A-26 through IV.A-28). As discussed therein, since Option A would represent an aesthetic improvement relative to the existing appearance of the site; would not remove or demolish

valued features or elements that contribute positively to the visual character of the vicinity; and would enhance the Washington Boulevard streetscape among other features, Option A would not have a significant impact with respect to visual character. The project's architectural design was a factor in the determination that the project would improve the character of the site compared to existing conditions but architectural design is not, a threshold criterion.

COMMENT NO. 8-35

The DEIR also states that Alternative D would meet project objectives less well because it will not "maximize development on an underutilized site". The underlying objective of the project is stated to be the provision of a high-quality, architecturally significant, mixed-use project that provides new residential accommodation in an area that needs housing, as well as new commercial uses that support and contribute to the neighborhood. One of the development objectives is to maximize development potential on an underutilized site. Neither of these suggests that project objectives depend on any specific square footage of commercial accommodation, or any precise number of units. The objectives are stated in general terms.

RESPONSE NO. 8-35

Project objectives are necessarily stated in general terms. Section 15124(b) of the CEQA Guidelines requires that project objectives provide a statement of the underlying purpose of a project and clear enough to help the lead agency develop a reasonable range of alternatives to evaluate in the EIR. In addition, the intent of the objectives is to aid decision makers in preparing findings or a statement of overriding considerations, if necessary. The objectives are not exact performance standards, but goals and intentions that establish a framework for the project. The objectives listed in Section II.D, Statement of Project Objectives (page II-5 through II-7) meet the requirements of the CEQA Guidelines by stating the underlying purpose of the project and allowing a range of project alternatives. Because project objectives are not specifically defined, both options defined in Chapter II, Project Description, would meet the objectives of the project.

The determination that Alternative D would not meet the objective of the project to maximize development on the site or provide residential development to the same extent as the proposed project does not need to be based on precise floor area or numbers of units, but on the understanding that project alternatives are generally designed to be less intensive than the proposed project, since the primary intention of the alternatives analysis is to provide a comparative analysis or address the project's significant and unavoidable impacts.

COMMENT NO. 8-36

“Development potential” is a combination of what a developer is prepared to finance, and what a site can bear without destructive effects on the surroundings. Analysis is required to establish what this is, but is not provided in the DEI R. “Maximizing development potential” is merely taken to be providing every proposed unit in Option A. It is not clear what the basis is to assert that “development potential” is this number of units, or fewer, or more. The assertion that a reduced number of units would meet the project objective to maximize the development potential of the site less well than Option A therefore has no basis in evidence or analysis: it is just opinion.

RESPONSE NO. 8-36

The development potential of a property is the amount of development that can feasibly be developed in response to market assessment and the informed understanding of the investor, within the City’s regulatory framework. Factors contributing to development potential are based on the interest a site can engender as a result of the desirability and accessibility of its geographic location and the size of the property. With respect to the project site, which is a large, commercially-zoned property, economic incentives provided under the Los Angeles Community Redevelopment Agency’s Mid-City Recovery Redevelopment Plan and the location of the project site in an Enterprise Zone under the California Enterprise Zone Act contribute to the site’s development potential. The intent of the Mid-City Recovery Redevelopment Plan is to eliminate and prevent blight and deterioration and to promote the conservation, rehabilitation, renewal, and redevelopment of the area. The purpose of the Enterprise Zone is to stimulate growth and investment in economically depressed areas. In addition, the project site is located within SCAG’s Compass Blueprint 2% Strategy Opportunity Area, in which growth is encouraged in areas with existing infrastructure and access to transit. Because the City’s intention is to engender growth in the project vicinity and to provide more housing for the City’s residents, the maximization of development on the site that would not result in significant environmental impacts is the development potential of the site.

COMMENT NO. 8-37

The DEIR should have analyzed reduced intensity alternatives that would achieve specific and stated environmental purposes other than merely providing fewer units. Fewer units will obviously reduce impacts such as traffic, but reduced density and height can also, potentially, reduce visual impacts, improve compatibility with neighborhood development patterns, and improve the transition with the residential areas to the south. All of these have bearing on whether the projects are consistent with applicable policies, and whether they would lead to significant aesthetic and other impacts.

RESPONSE NO. 8-37

The reduction in residential intensity under project alternatives would result in broader reductions than in traffic. For instance, impact on services such as police, fire, schools, library and parks would be reduced. In addition, reduced residential density would also reduce demand on utilities such as water supply, treatment and conveyance; wastewater conveyance and treatment; and solid waste pick up and disposal.

Project alternatives presented in Chapter V. Alternatives, of the Draft EIR, are intended to address significant impacts, such as the project's significant view and indirect historic impacts on the St. Paul Catholic Church. Alternative C was developed specifically for this purpose. Because no other significant aesthetic or land use impacts associated with density and height were identified in the Draft EIR, no other aesthetic and land use impacts needed to be addressed by alternatives with related "specific and stated environmental purposes." However, in order to evaluate the manner in which a variety of alternatives would result in a range of comparative impacts, the Draft EIR does provide alternatives (Alternatives B, D, and E) that would reduce the height and scale of the project. Since a representative range of alternatives are identified that would address the project's significant impacts and that would incrementally reduce the project's less-than-significant impacts, no additional alternatives need to be provided or evaluated in the Draft EIR.

COMMENT NO. 8-38**6.0 CONCLUSION**

The DEIR sections on land use, aesthetics and alternatives should not be accepted without revisions because:

- The DEIR contains many unsubstantiated value-based assertions, which contribute to assessments of consistency with applicable policies. These do not rise to the level of professional opinion supported by evidence, as required by CEQA guidelines;

RESPONSE NO. 8-38

Please refer to Response to Comment No. 8-9 regarding the use of "value-based" assertions. As discussed therein, the evaluation of a project's aesthetic value is, by nature, a value judgment. The use of "value-based" terms, such as "high quality design," "unified design for the whole development," "consistent urban design and architectural themes," "enhanced with architectural elements," "enhanced pedestrian walkways," "enhanced with architectural elements," "aesthetically enhanced," "incorporate architectural elements," "incorporate architectural elements," "be

aesthetically compatible with existing uses,” “improve the image of the area,” “enhanced with unique architectural elements,” “improve the identity of the area,” “complement the character of the area,” “well designed buildings,” in the Draft EIR is intended to convey the architectural quality of the proposed project compared to existing, aging development on the project site and the visual character of the aging strip commercial uses, vacant properties, and surface parking and auto sales lots along Washington Boulevard. The terms cited above are supported by a comparison of the proposed project to the existing condition and are, therefore, supported by evidence as required by the CEQA Guidelines. Therefore, no respective correction to the Draft EIR is required.

COMMENT NO. 8-39

- The appropriate height and density standards for a community center on this site have not been analyzed and identified using contextual criteria, following the clear intent of the GPF. Absent this, the assessment that the projects are consistent with applicable policies cannot be made, and it cannot be stated that there is no potentially significant impact. At seven stories the buildings on Washington Blvd and on the south of the site exceed the upper height range for community centers referred to in the GPF. This upper range can be expected to apply to contexts that are more densely developed than this;

RESPONSE NO. 8-39

Please refer to Response to Comment No. 8-13 regarding the designation of the site. As discussed, therein, the site is designated Commercial in the General Plan. Reference to Community Center and General Plan Framework criteria applicable to the Community Center designation have been removed from the Draft EIR. Please see Section IV, Corrections and Additions, of this Final EIR. However, most policies applicable to commercial uses in the General Plan Framework are not related to the Community Center designation. Thus, the analysis in Section IV.D of the Draft EIR, provides a detailed analysis of the project relative to applicable local and regional plans and policies.

The Draft EIR correctly acknowledges that the project does not comply with the Community Plan land use designation with respect to building height and floor area. For this reason, a proposed zone and height change and General Plan amendment are integral to the description of the project and necessary for the development of the project (see Section II. Project Description, Subsection F, Necessary Approvals, of the Draft EIR). The inconsistency of the project with the designated height and floor area standards under the Community Plan/General Plan do not necessarily indicate that the project is not an appropriate use or intensity in the context of the existing setting or the General Plan Framework.

COMMENT NO. 8-40

- Key concepts, such as neighborhood character, scale, and compatibility are employed without adequate definition; and without defining the necessary evaluation criteria; and without the analysis and evidence to demonstrate consistency with applicable policies and the absence of impacts.

RESPONSE NO. 8-40

The Draft EIR addresses character, scale and compatibility of land uses. With respect to definition, the Draft EIR defines land use compatibility and provides the methodology for the determination of compatibility in Section IV.D.3.a, Methodology (page IV.D-13). As discussed therein, the intent of the compatibility analysis is to determine whether the project options would be compatible with surrounding uses in relation to use, size, intensity, density, scale, or other factors. Evaluation criteria regarding land use compatibility is listed in Chapter IV.D.3.b, Thresholds of Significance (page IV.D-14). The evaluation of the compatibility of the proposed project with adjacent residential uses is provided in Section IV.D.d (3), Land Use Compatibility (pages IV.D-58 through IV.D-62). The analysis in Section IV.D.d follows the methodology set forth in the Draft EIR and the conclusions of the analysis are based on the Draft EIR's threshold criteria. In a comparison of the project to the threshold criteria, the Draft EIR determined that the Option A and Option B would have a less than significant compatibility impact. No additional discussion of neighborhood character, land use compatibility, and scale over than that provided in the Draft EIR is required to support the conclusions of the Draft EIR.

COMMENT NO. 8-41

- Various aesthetic and land use impacts that will, potentially, be significant have been defined as less than significant. These pertain particularly to pedestrian orientation, compatibility with neighborhood character, scale, and the relationship to adjacent housing.

RESPONSE NO. 8-41

With the exception of the potentially significant aesthetic and indirect historic impact of the project on the St. Paul Catholic Church, impacts associated with pedestrian orientation, compatibility with neighborhood character, scale, and the relationship to adjacent housing are considered less than significant for several reasons. As discussed in the Draft EIR, Sections IV.A, Aesthetics, and IV.D, Land Use and Planning, the project would have a less than significant impacts on the surrounding neighborhood for a variety of reasons. Compared to the surrounding existing strip commercial

properties along Washington Boulevard, the project site represents the largest scale commercial property on Washington Boulevard. Proposed development is understandably more intensive on the project site than along other commercial areas of Washington Boulevard since it is one of the few sites in the region that can accommodate a large-scale development. The proposed development would occur entirely within boundaries of the designated commercial uses and the existing shopping mall and would not encroach into any adjoining residential zones.

Residential properties surrounding the project site are designated on the Community Plan and zoned for multi-family uses (RD-2), which allow for one unit per 2,000 square feet of land. Since most of the properties to the south of the project site exceed 6,000 square feet, most of these properties are developed with multi-family uses. With the exception of a multi-family property located at the corner of 10th Avenue and 21st Street (listed in County Assessor records as four residential units), residences to the south are located on, and oriented toward, 21st Street. The existing interface between these properties and the project site consists of joined access driveways at the rear of the residential uses and the existing shopping center. On the residential portion, surface parking for the residential units is located along the access driveway. Detached garages occupy the back of the residential units, separating the living quarters from the access driveway. Fencing and landscaping are located to the rear (north end) of the garages.

The commercial side of the access driveway is occupied by the back of the existing supermarket and a surface parking lot. The back of the grocery store is an approximately 30-foot-high solid concrete wall containing the truck loading bays and large garbage containers. Because of the low-rise character of the residential uses to the south (and the intervening garages), and the height of the existing buildings, views across the project site are limited. Views of the project site from the existing residential uses to the south are low quality because of the project site's existing, unlandscaped surface parking and the blank concrete walls of the existing commercial buildings, truck loading areas, and exterior garbage containers.

Under both project options, the proposed residential building would interface the existing residences' rear access driveway, surface parking, and detached garages. Residential units along the project's south façade would be south-facing and the exterior walls would be articulated (located along a varied plane with sections of the wall located at different setbacks from the rear property line), which would add architectural interest and would reduce the façade's sense of mass. The project would provide no provision for surface parking or truck loading along its south edge as under existing conditions and the property boundary would be fenced and the setback provided by the existing access driveway would be maintained. The proposed project would be taller than the adjacent residential uses; however, because the project site is a large, cohesive commercial property and higher-intensity than the surrounding residential neighborhood under existing conditions; because the residential uses to the south are not oriented toward the project site and are separated by

detached garages and their own access driveway and surface parking area from the project site; because the proposed building would be a multi-family use interfacing the existing multi-family uses; and because the project would not shade interfacing residences, would not block views of any scenic vistas to the north from existing residences, and would not result in any other significant environmental impact with respect to these interfacing uses, impacts on residential uses immediately to the south are considered less than significant.

For similar reasons, the proposed project would not significantly impact residential uses along the east side of 10th Avenue. This residential area, which is zoned for multi-family use, is separated from the project site by the 50-foot wide public street right-of-way and, in addition to the auto service property in an industrial zone at the corner of 10th Avenue and Washington Boulevard, is occupied by a variety of uses, including a private school, apartment buildings, and a few small, single-family residences. Under existing conditions, these uses face the project site's asphalt surface parking lot and the blank side wall of the grocery store. The east side of 10th Avenue also interfaces an industrial zone (Commercial Manufacturing), which extends from 10th Avenue along both sides of Washington Boulevard to the central Los Angeles area (to the east of I-110). This zone is considered higher intensive than the project site's existing and proposed commercial zone because of the types of permitted uses. The project's interfacing uses and the scale of the proposed buildings along 10th Avenue are not considered out of context with the existing land use pattern in the area or the type of uses anticipated on a property of this magnitude. Therefore, impacts with respect to neighborhood character, scale, and the relationship to adjacent housing are considered to be less than significant.

Please refer to Response to Comment Nos. 6-3 and 8-2, regarding pedestrian amenities and accessibility.

COMMENT NO. 8-42

- Alternatives are not investigated that would reduce the permitted floor area, and the height of development along 10th Avenue and at the south of the site, with the aim of reducing the visual impact of the project generally, and improving its relationship to the residential development to the south.

RESPONSE NO. 8-42

As indicated in Response to Comment Nos. 8-30 through 8-37, alternatives are described that would reduce significant unavoidable impacts identified in the Draft EIR. With the exception of view impacts on the St. Paul Catholic Church, the permitted floor area and height of the proposed project are considered to have a less than significant aesthetics impact on the existing visual setting, the

visual impact of the project generally, and the relationship of the project to the residential development to the south. Please refer to Response to Comment No. 8-41, above, regarding the scale of the project and the relationship of the project to the residential area to the south.

As discussed therein, although the proposed project would be taller than the adjacent residential uses, because the project site is zoned for commercial and is higher-intensity than the adjacent residential uses under existing conditions; because the residential uses to the south are not oriented toward the project site and are separated by detached garages and their own access driveway and surface parking area from the project site; because the proposed building would be a residential use interfacing the existing multi-family uses; and because the project would not shade interfacing residences, would not block views of any scenic vistas to the north from existing residences, and would not result in any other significant environmental impact with respect to these interfacing uses, impacts to residential uses immediately to the south are not considered significant. Since such impacts are not considered significant, these are not addressed in the development of project alternatives.

LETTER NO. 9

Eric Bronson
Vice President, Historic Preservation
West Adams Heritage Association
2263 Harvard Boulevard
Historic West Adams
Los Angeles, CA 90018

COMMENT NO. 9-1

West Adams Heritage Association (WAHA) routinely comments on issues that affect the historic character of its namesake community. The organization has many concerns about the proposed project for 4020-4060 West Washington Blvd. ("Project"), located on a nearly eight-acre site at Washington Boulevard and 10th Avenue. First, we have a primary concern: the authors of the DEIR and the proponents of the Project itself seem to be completely unaware that it sits in the heart of a historic neighborhood, Arlington Heights, which not only has a specific period of development but also has a specific physical type development, *e.g.*, one- and two-story character residential with particular common massing, scale, lot coverage, etc., adjacent to one- and two-story commercial buildings that flank Washington Boulevard itself. Neither version of the proposed Project (nor discussed alternatives) really acknowledges this quite specific urban place.

RESPONSE NO. 9-1

The comment is introductory in nature and expresses general concern regarding the proposed project. As indicated in Section III, General Description of Environmental Setting, of the Draft EIR "The project site is located within the highly urbanized Historic Arlington Heights area." In addition, Section IV.C, Historic Resources, provides the historic context of the development of the area. The comment expresses general opposition to the project. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-2

WAHA's comments on the Draft Environmental Impact Report have been organized in much the same way the DEIR has been: by topic and section. Just as the DEIR presents its analysis of Traffic, Land Use, Cultural Resources, etc as separate "chapters," WAHA has taken the same approach in reviewing the document and submitting comments on these topics. In the interest of clarity, WAHA is submitting its comments as an "anthology." Experts in each subject have

reviewed the DEIR and written separate letters of comment in their area of expertise. No inference should be made that by not addressing the variety of other DEIR issues in their individual letters, that these experts implicitly agree with or support the conclusions of DEIR.

RESPONSE NO. 9-2

The comment provides an explanation of the structure of the comments provided by WAHA. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-3

WAHA wishes to be officially on record that it does not support the proposed project in its current form and hopes that the developer and the Los Angeles Department of City Planning will rectify the many problems in the Project and incorporate the observations and suggestions contained in the following commentaries.

RESPONSE NO. 9-3

The comment expresses opposition to the project and refers to the observations and suggestions that are contained in comments that follow. Each comment is addressed separately. Please see Response to Comment Nos. 9-4 through 9-79 for a detailed response to the comments. This comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-4

Should you have questions about any of the presented material, contact information for each author is included on their individual stationary.

RESPONSE NO. 9-4

This comment refers to contact information that is provided at the end of each letter that is a part of the comment package. People will receive notices regarding the project since the City includes all persons commenting on the Draft EIR in the distribution list of persons to receive future notices regarding the project. The comment does not state a specific concern or question regarding the

information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-5

I have been asked by West Adams Heritage Association to comment on certain aspects of your Draft Environmental Impact Report referenced above. As a Historic Preservation Consultant with 25 years of experience, including successful presentations before the City of Los Angeles Cultural Heritage Commission and the California State Historic Resources Commission, I am eminently qualified to perform this particular level of review. I will not be commenting on the entire document, but that should not be taken as a de facto agreement with other topics contained therein; letters from other professionals contained in this anthology of comments will address other aspects of the DEIR. My comments will specifically address Cultural Resources and also touch on Aesthetics/Visual Resources as relates to the nexus between those two topics. Having reviewed this very lengthy document, I take issue with its conclusions, as well as with several other aspects of the Study. I will also point out a number of factual errors.

RESPONSE NO. 9-5

The comment provides the commentor's credentials and indicates that the comments will address primarily Section IV.C, Historic Resources, and Appendix C, Historic Resources Technical Reports, of the Draft EIR. The comment expresses opposition to the conclusions reached with regard to historic resources and asserts that the document contains factual errors. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. Please see Response to Comment Nos. 9-6 through 9-22 for detailed responses to the comments in this letter.

COMMENT NO. 9-6

Unfortunately, the preparers of the DEIR make some factual errors with regard to the identification of the original architectural firm responsible for the shopping center. While I'd like to congratulate them for at least being consistent in their error, it is shocking to me that someone purporting to be a professional and boasting of their qualifications would be so careless on such an important fact. If they can get this wrong, what other mistakes might they have made? I am referring to the name of the firm, which in the DEIR is inexplicably called "Stiles and Clements" when the name of the firm appears on almost every piece of paper related to the project in the City Building & Safety archives as "Stiles and Robert Clements, Architects & Engineers." PCR Services seems to have latched onto the ONE item in which the firm name is misidentified. Did they not review the rest of the material? If they did review the other documents, did they not notice a discrepancy? In

their "research" of Stiles O. Clements did they not take note of the name of the firm? Perhaps most disturbingly from the standpoint of an architectural historian, how does someone purport to be an expert and not be familiar with the name of someone so influential and noted in Los Angeles architecture of the last century?

RESPONSE NO. 9-6

On page IV.C-19 of the Draft EIR, the document provides a discussion of the firm of Stiles and Robert Clements, Architects & Engineers. The subsection is entitled Stiles and Clements, Architects, 1955-1965. The EIR refers to architects, Stiles O. Clements and Robert Clements as "Stiles and Clements," which is a commonly used shortening of the name of the firm. The comment is correct in noting that the full title of the Stiles O. Clements and Robert Clements architecture practice was "Stiles and Robert Clements, Architects & Engineers." Stiles O. Clements established his own firm after the closure of Morgan, Walls and Clements c. 1937, called Stiles O. Clements and Associates, Architects-Engineers, 1937-1955. This firm, in turn, was followed by Stiles and Robert Clements, Architects-Engineers, in 1955. However, the City Building & Safety Department files for Washington Square properties where Stiles O. Clements and Robert Clements were the architects of record, uses the less formal title of "Stiles and Robert Clements." For clarification, the title of the subsection has been revised to present the full name. Please see Section IV, Corrections and Additions, of this Final EIR.

With regard to the adequacy of the research, the historic context provided in the Historic Resources Technical Report contained in Appendix C and summarized in Section IV.C, Historic Resources, of the Draft EIR is thorough and complete and articulates a clear understanding of Stiles O. Clements and Robert Clements architectural practice within the context of Stiles O. Clements career. The technical report and EIR section appropriately acknowledges the important contributions of the firm in the development of Modern shopping centers, markets and commercial architecture, which are the property types extant within the project area, and evaluated the existing subject buildings within the firm's larger body of work in this genre. The use of the shortened title of the firm in the technical report and in Section IV.C of the Draft EIR does not affect the analysis or alter the conclusions reached in the Draft EIR.

COMMENT NO. 9-7

Continuing in that vein, the name of the prior firm with which Mr. Clements (senior) was associated was not "Morgan, Wall & Clements Associates" as stated on page IV.C-19, but rather Morgan, Walls & Clements. The word "Associates" was not part of the name and the name Walls requires an S to be correct. I am quite certain that John Walls would like his name to be cited accurately. The continuing description of the career of Stiles O. Clements and the evolution of the

firms with which he is associated contains numerous errors of fact, culminating (page IV.C-21) with the statement that "After Stiles Oliver Clements' death in 1966, his son Robert O. Clements established Clements and Associates, Architects and Engineers, which was in operation until 1987." This is a startling statement, again given that the firm name "Stiles and Robert Clements" appears on building permits for the Washington Square Shopping Center. In the DEIR, the site plan labeled by PCR Services as Figure 10 is a copy of the site plan submitted to the City in 1964 by Stiles and Robert Clements, Architects & Engineers-the name is clearly printed in bold letters at the top of the page. Why did PCR Services remove the correct name and replace it with an incorrect rendition in the lower right corner? This negates any inclination to assume that this misidentification went unnoticed by PCR Services. Also, basic research would have revealed the fact that Robert Clements joined his father's firm upon returning from World War II, became the principal designer, and in 1955 the firm name was changed to reflect his expanded position. Washington Square Shopping Center was designed in 1964.

RESPONSE NO. 9-7

The comment is correct in mentioning that the formal name of Stiles O. Clement's earlier architecture practice was "Morgan, Walls & Clements." The name of the firm has been revised on pages IV.C-19 and IV.C-20 of the Draft EIR and in the Technical Report as well. Please see Section IV, Corrections and Additions, of this Final EIR.

Section IV.C of the Draft EIR indicates that a new firm was created in 1966 which included Robert Clements, and that firm lasted until the late 1980s. The comment states it is incorrect that in 1966 Clements and Associates replaced Stiles O. Clements and Robert Clements. The comment suggests that because Stiles and Robert Clements worked together on Washington Square in 1964, then it is not possible that a new firm was formed in 1966 after the death of Stiles. The logic of the comment is unclear.

The subject shopping center is correctly attributed to the father-and-son partnership of Stiles O. and Robert Clements in the Draft EIR. Robert O. Clements served in U.S. Marine Corps during World War II. He worked as a Designer in his father's firm, Stiles O. Clements and Associates, Architects-Engineers, between 1945-1955. He became a Partner in the firm of Stiles O. and Robert O. Clements, Architects-Engineers, between 1955 and 1966. From 1966 until 1987 he was Principal of his own firm, Robert O. Clements and Associates, Architects-Engineers.

With regard to the figure, the site plan which is included as Figure 10 in the Historic Resources Technical Report (Appendix C of the Draft EIR) is an attachment to an original building permit obtained from the City of Los Angeles files. The permit does not contain the name of the

architectural firm. The copy was not altered for inclusion in the Historic Resources Technical Report.

COMMENT NO. 9-8

Further, the statement that the firm of Morgan, Walls & Clements was "specializing in food stores, public markets, and drive-in markets" (page IV.C-19-20) is a gross mischaracterization. The brief list supplied by PCR of the work of Morgan, Walls, & Clements (page IV.C-21) contradicts that statement. The shopping centers were a product of the post-war era and were done after Robert O. Clements joined his father in the practice. PCR also presents a confusing and incorrect timeline for projects designed under the auspices of Morgan, Walls & Clements or Stiles and Robert Clements. This is not a matter of differing analyses, but of verifiable, factual information.

RESPONSE NO. 9-8

The discussion contained in Section IV.C, Historic Resources, of the Draft EIR that includes the statement that Morgan, Walls, and Clements were "specializing in food stores, public markets, and drive-in markets" is based on the work by important Los Angeles Architectural Historian Richard Longstreth in his seminal *The Drive-In, the Supermarket, and the Transformation of Commercial Space in Los Angeles, 1914-1941*. Longstreth details the important work of Morgan, Walls, and Clements for the Ralphs Grocery Store chain. Morgan, Walls, and Clements were instrumental in creating grand markets where customers chose their own products off the shelves, which revolutionized the design of food shopping creating the first "supermarkets." Morgan, Walls, and Clements designed a prototype for Ralphs supermarkets, which were constructed throughout Los Angeles. While Morgan, Walls, and Clements did design many other important commercial buildings in Los Angeles, (including the Ritchfield building and the Pellissier (Wiltern) Building), they were highly significant in the development of the supermarket property type.

COMMENT NO. 9-9

One of the most important aspects of this examination is the impacts on the adjacent St. Paul's Catholic Church and Rectory. The DEIR's own analysis states that "the Church appears to have been deliberately sited on its parcel . . . to create a commanding presence in the area." (Page IV.C-14) This is true. The proposed project would destroy that detailed planning by the original architect, and thus adversely impact its historic context. The church, with its prominent campanile, provides a visual guidepost for drivers and serves as a landmark in every way for both neighbors and visitors to the area. The project would loom over the Church and Rectory, obscuring it from many view corridors, dominating the streetscape and the smaller, more delicate historic structures. The DEIR concludes that St. Paul's Catholic Church and Rectory are eligible for listing at the City,

State, and National levels. We can therefore conclude that the proposed project will adversely impact known historic resources and that the design of any new project must minimize its impact on them.

RESPONSE NO. 9-9

The project, Option A or Option B, would not alter the relationship of the church to its site. Therefore, the project would not adversely impact the site planning that occurred on the adjacent property. However, as discussed in Section IV.C, Historic Resources, of the Draft EIR, the upper height ranges of Option A would impair and interrupt primary views of the Church's and Rectory's character-defining features from W. Washington Boulevard: the tower and the triangular pediment and apse on the east elevation of the Church, and the Church's and Rectory's north elevations. Therefore, the Draft EIR concludes that Option A would result in a significant indirect impact to the adjacent historic Church and Rectory. The significant indirect impact that would result from Option A cannot be mitigated to a level of less than significant due to Option A's proposed size, scale and height, which would block the primary east-facing and north-facing facades of the Church and the Rectory located along W. Washington Boulevard. However, as indicated in Section IV.C of the Draft EIR, Option B, because of the lower height of the proposed new construction, would result in a less than significant indirect impact to the adjacent historic Church and Rectory.

COMMENT NO. 9-10

Separate from the main portion of the shopping center is the diner located at the northeast corner of the project site, at Washington Boulevard and 10th Avenue, referred to as Stan's Kite Restaurant. Here the DEIR seemingly cannot decide on its significance, as there are several contradictory statements made.

On Page IV.C-18 there is an extensive discussion and analysis of that particular structure. The statement in Paragraph 1 that "the building at construction was a common and undistinguished example of a mid 60's California coffee shop" is contradicted by the facts outlined in the DEIR itself: designed by a noted architectural firm, exhibiting all the hallmarks of the style, and visually identifiable with a known and noted style. How, then, is it undistinguished? Another comment adds that it "was not custom designed, but... in conjunction with the shopping center." This is a ridiculous conclusion. Whether or not it was conceived, designed, or constructed concurrently with the shopping center, it was still a custom design, sharing no design features or other connections with the rest of the center. A discussion of the architectural features of the restaurant on Page 32 of Appendix C, Historic Resources Technical Reports states that "The building exhibits a distinct angular roof shape" and that "...the roof shape made the building visually identifiable" Indeed, it was always the roof shape of those buildings which were the most significant features. That the roofline

remains unchanged makes it still instantly recognizable as a "Googie" style coffee shop of the mid-20th century. Including pictures of other coffee shops contemporary to this one, presumably to create an unfavorable comparison, is pointless. There were no two alike, even when part of a chain. Delores' on Wilshire near La Cienega was completely different from the Delores' on Sunset Boulevard. The alterations cited are inconsequential, reversible, and do not detract from the overall recognition of the design and era of this structure.

RESPONSE NO. 9-10

The City does not concur with the comment stating that because a building was “designed by a noted architectural firm, exhibiting all the hallmarks of the style, and visually identifiable with a known and noted style,” then it is eligible for listing as a historic resource. Section IV.C, Historic Resources, of the Draft EIR contains a detailed analysis of the Googie style coffee shop that is located on the site. On page IV. C-28 of the Draft EIR, the former Stan Kite’s restaurant is described as “a common and undistinguished example of a mid-1960s California Coffee Shop.” In addition, as indicated in the analysis contained in Section IV.C of the Draft EIR, the Stan Kite’s restaurant that is located on the project site has been “substantially altered.” The existing building exhibits only two of the five required characteristics of a Googie coffee shop, an eye-catching roofline and positioning on the commercial roadside. For a Googie coffee shop to retain sufficient integrity to be eligible for listing, it should have glazed exterior elevations with visual transparency between the indoors and outdoors, the majority of its modern materials and workmanship should be intact, and it should still have an integrated sign pylon. The exterior elevations of the subject coffee shop have been substantially altered, completely obscuring the necessary relationship between exterior and interior, and altering and obscuring the materials and workmanship. Only the remains of the sign post appear extant at the northeast corner.

The building permit for the Stan’s Kite Restaurant was rechecked during the preparation of the Final EIR. The building permit does not identify an architect for the Stan Kite’s Restaurant. The building permit identifies only an engineer, James A. Lynch. However, the Draft EIR correctly documented that the restaurant was incorporated as a part of the overall concept for the shopping center, which was designed by the father-and-son partnership of Stiles and Robert Clements.

COMMENT NO. 9-11

The diner is an excellent example of the "Googie" type of architecture which was pioneered here in Southern California and became an important architectural reference. The one in question is a rare example in this community and represents the relationship between the style and the neighborhoods in the same way that neighborhood movie theaters were important expressions of theater design, different from the larger, more showy first-run theaters. Both play

an important role in fleshing out the story of architectural, social, and economic development. As a design from the firm of Stiles and Robert Clements, it takes on even greater significance. The firm focused mainly on shopping centers, office buildings, and other types of large-scale commercial projects. Recent research confirms that this was the only coffee shop design by that firm, making it a unique representation of their architectural oeuvre.

RESPONSE NO. 9-11

As indicated in Section IV.C of the Draft EIR, the former Stan Kite's Coffee Shop is a substantially altered example of a typical Googie style coffee shop. The roof form, exterior masonry walls, and landscape plan are all that remain of the original design. As discussed above, the exterior elevations of the subject coffee shop have been substantially altered, completely obscuring the necessary relationship between exterior and interior, and altering and obscuring the materials and workmanship. Although the property might have been a gathering place for the community at one time, the architecture of the former Coffee Shop does not presently connect the property to the community. The architecture is typical, not distinctive, for 1960s Coffee Shops throughout the Los Angeles area.

COMMENT NO. 9-12

The discussion of the residential area on 21st Street contains language which is inaccurate (Page IV.C-22). The statement that the structures there have "not been previously considered for potential historic eligibility" needs to be clarified: buildings are not "considered for potential eligibility." They are considered for listing. Until then, they remain potentially eligible. The casual assessment that "they do not appear to possess sufficient architectural merit or historical importance" offers no supporting evidence for that conclusion, although said conclusion is stated twice in the document. Where is the research on these structures that might support the conclusion? Who are the architects? Who lived there? What events took place there? The results to this line of inquiry are critical to any further discussion of potential impacts. Conclusions are based on data, not a quick look at something without any context or background and it is the responsibility of whoever makes a pro-active statement to prove it. There is a disconnect between evidence and conclusion in addressing this topic as well as others throughout the document.

RESPONSE NO. 9-12

The multifamily properties on 21st Street have not been formally surveyed for potential eligibility for listing as historic resources. An archival records search was conducted to determine if the area has been previously surveyed, and this neighborhood was found to be unevaluated. Therefore, PCR

conducted a windshield survey of the neighborhood south of the project area, which was found to be an intact early twentieth-century neighborhood of modest, undistinguished residential architecture. The residences are south of the project site and a service road separates the rear property line from the proposed project. The adjacent residences are oriented toward 21st Street, and the rear lot lines are fenced. The proposed project was assessed for potential impacts to the adjacent neighborhood to the south. It was determined that the proposed project would have no indirect impact to the multifamily dwellings on 21st Street. The residences do not have primary views towards the proposed project; rather, they are oriented facing 21st Street, away from the project site. The original early twentieth-century context of the residential neighborhood was altered by the mid-1950s construction of the existing shopping center. None of the adjacent residences would be physically impacted by the proposed project, nor would the new construction materially impair their eligibility for listing as potential historical resources. Since it was found that the proposed project would have no direct or indirect impact on the adjacent properties to the south, no further investigations were required to comply with CEQA.

COMMENT NO. 9-13

The shopping center itself has not been fairly assessed. The descriptions and analysis in the DEIR fail to acknowledge the aspect of it which makes clever and practical use of a problematic topography. The inclusion of the Medical offices within the complex, yet allowing it to retain a distinctive architectural presence and provide privacy for those entering and exiting that part of the facility should be noted. That portion is at the northwest corner, facing Washington Boulevard. While its existence is acknowledged, there is no architectural analysis which examines it relative to other projects of this type and era or within the specific context of its own site. This is an unusual design for this firm for a number of reasons. The DEIR, unfortunately, makes sweeping generalizations based solely on the tenants and not with respect to architecture.

RESPONSE NO. 9-13

Pages IV.C-16-19 and 27-28 of the Draft EIR provide a lengthy and complete description, historic context, and assessment of the shopping center. As indicated in the Draft EIR, the shopping center is not significant for its architecture, history, and is not directly related to any important individuals. The Draft EIR discusses the shopping center as a whole, as well as its component parts, including the former Thrifty Drug and the Washington Square Professional Center along W. Washington Boulevard. As discussed in the Draft EIR, the subject shopping center follows the general design and planning formula applied by Stiles O. Clements to other shopping center projects and is of a relatively standard design, offering a variety of uses, including an anchor supermarket, drugstore, professional center, and commercial stores, and following a typical linear arrangement of storefronts served by generous surface parking lots. The subject property is a heavily altered example of a

typical Modern International Style shopping center following the general design and planning formula applied during the 1940s and 1950s by Stiles O. Clements at Morgan, Walls & Clements, and later applied during the 1960s by Stiles and Robert Clements. The use of the topography to create a medical complex below the shopping center is not architecturally novel or distinctive and does not increase the level of significance of the shopping center. Neither the shopping center as a whole nor any of its component parts were found to be eligible for listing, either individually or as a group. In summary, the shopping center does not appear potentially eligible as a historical resource under any of the applicable criteria of the National Register of Historic Places, California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument. The shopping center is evaluated with a California Historical Resources Status Code of 6Z, which refers to those properties “found ineligible for NR, CR, or local designation through survey evaluation.” Pursuant to Section 15064.5(a)(2) of the CEQA Guidelines, the shopping center is not considered to be a historical resource and no further consideration of historical resources is required.

COMMENT NO. 9-14

While the DEIR states that the shopping center is not connected with broad patterns of history and cultural heritage, I disagree with that conclusion. It is an example of a type and represents patterns of business--and by extension, social and economic--patterns of development in the community. Furthermore, if we examine the larger backdrop of conditions in Los Angeles in 1965, it is clear that the single most influential event was the Watt’s Riots. The aftermath of the riots left an atmosphere of fear and mistrust with regard to the area (valid or not), leading to abandonment of wide swaths of communities. Many types of businesses were unable to obtain insurance due to "redlining" schemes. Others were unable to obtain small business loans or other standard types of financial assistance. It was in this climate that Washington Square Shopping Center opened, and was unable to successfully compete for up-market tenants and establish itself as a premier shopping destination for the neighborhood, which was clearly the original intention. Unable to fulfill its initial promise, the owners made no effort to improve the center, even as the surrounding community did revitalize. However, this neglect also resulted in the center remaining relatively unchanged from its initial design. This historic background is integral to understanding what is meant by the term "broad patterns of history." The DEIR fails to mention this dominant historical incident and to analyze -correctly or not -the shopping center within this context. Because Washington Square never gained a reputation for fine shopping, and, similarly, the coffee shop did not attract a "hip" demographic, it has remained in obscurity in the history of mid-century Los Angeles architecture. Its lack of previous official recognition does not decrease its significance.

RESPONSE NO. 9-14

Washington Square is not directly connected to the Watts Riots. Although the comment may be correct in its analysis of Washington Square's economic history, a property's incidental connection to a neighborhood's economic and development history does not alone make it eligible for historic designation at the federal, state, or local level, unless the property made a significant contribution to the patterns and trends of history or events, which was not the case for the subject property. While the commercial establishments in the Washington Square Shopping Center were a product of and participated in the local economy, the shopping center did not contribute significantly to the history of local economic development. In the aftermath of the Watts Riots, the shopping center may likely have been affected by the general atmosphere of fear and distrust that adversely affected the local economy. However, there is nothing in the available historical record that distinguishes the subject property as significant in local history within this context.

COMMENT NO. 9-15

Statements are made repeatedly without supporting documentation—so many, in fact, that it may be impossible to intercept them all.

RESPONSE NO. 9-15

The comment expresses an opinion regarding the historic analysis contained in the Draft EIR. The historic resources section of the Draft EIR and the Historic Resources Technical Report were conducted by qualified historians who meet and exceed the Secretary of the Interior's professional qualifications standards in history, architectural history, and historic architecture. The documentation provided to support the findings is substantial and within the parameters of current historic preservation practice. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. No further response is necessary.

COMMENT NO. 9-16

The preparers of the DEIR cannot maintain consistency on even the most basic facts. In the Project Description section (C. Existing Conditions, page 11-4) they state "The site is currently developed with the Washington Square shopping center, which consists of three buildings that were constructed in 1961." It was not constructed in 1961; it was under construction in 1964, and a Certificate of Occupancy was issued in 1965. This fact is stated elsewhere in the document, so it's not as though the preparers were unaware of the correct date. The carelessness with regard to obvious facts and the lack of attention to important details calls into question the veracity of the entire document, its analyses and conclusions.

RESPONSE NO. 9-16

As indicated in Section IV.C of the Draft EIR, the Washington Square shopping center was constructed in 1964 and occupied by 1965. Section II.C, Existing Conditions, of the EIR has been revised to correct the year. Please see Section IV, Corrections and Additions, of this Final EIR. This correction does not alter any of the conclusions reached in the Draft EIR.

COMMENT NO. 9-17

On page IV.C-29, Paragraph 2, in trying to build a case for the shopping center's lack of significance, the statement is made that "it is an undistinguished and altered example of a common architectural type." However, the next sentence begins with an acknowledgement that it was "designed by a firm recognized for their design of commercial properties and, in particular, supermarkets..." the conclusion, "it has not acquired significance as an exceptionally important work of a firm or architect" contradicts the earlier finding. This firm was particularly important in the history of Los Angeles architecture and many, if not most, of their other commissions of this type have been altered beyond recognition, whereas this one has not. Washington Square remains an extant example of this type of commercial architecture which was considered a modern innovation. Dismissing the work while validating the architect is illogical, especially when the statement is made in a vacuum and without benefit of specific examination and comparison to other similar works by the same architect.

RESPONSE NO. 9-17

As indicated in Section IV.C of the Draft EIR, the architecture firm of Stiles and Robert Clements designed numerous important buildings. While the firm is considered significant for its role in postwar architecture in the Los Angeles area, not all their work meets the threshold for designation as a historic resource. The utilitarian-designed Washington Square is a very common example of a postwar shopping center and is not a good example of architecture designed by Stiles and Robert Clements. Even though, as the Draft EIR states, the subject property may be one of few remaining extant examples of a shopping center by Stiles and Robert Clements, the Draft EIR shows the subject property is a substantially altered example of a project that was not notable or distinguished at the time of its construction, either within the firm's body of work or within the larger context of shopping center architecture, and the existing shopping center is not a significant surviving work by the firm; thus, the subject property was found ineligible for listing.

COMMENT NO. 9-18

Page 61 of the Technical Report completely mischaracterizes Washington Boulevard, both from a historic and a contemporary perspective. The statement that, in the 1960's, the boulevard consisted "primarily of single-family dwellings and open parcels" is true, but irrelevant. Most of the city at that time can be characterized in that way. Washington Boulevard was lined with residences and a commercial community developed which served the local people. In recent years it has been primarily a commercial thoroughfare of low-rise development with low-key types of businesses. The DEIR states further in that paragraph that Washington Boulevard today is a "heavily developed commercial corridor." That is untrue, as a drive down the street will attest. It remains a low-rise street with small businesses. (In the interest of historic accuracy, there is one anomalous structure which is taller than all the others; it is from the 1920's, located at Washington & Oak Street.) The largest projects are the recently opened and still under construction schools operated by LAUSD. To the casual observer, these may appear to be large commercial projects and give the impression of intense development, but these are for very specific uses. Aside from these few, the street remains largely unchanged from its earliest days. The proposed project would be the first outsized, mixed-use development, and therefore substantially and irrevocably altering the character of the street and the neighborhood.

RESPONSE NO. 9-18

The Draft EIR accurately characterizes Washington Boulevard by stating that during the 1960s Washington Boulevard was "primarily of single-family dwellings and open parcels." Furthermore, the Draft EIR is accurate in the characterization of Washington Boulevard today in that it is a "heavily developed commercial corridor," meaning that the Washington Boulevard commercial strip has few undeveloped or residential lots. Section IV. D, Land Use and Planning, of the Draft EIR, provides an analysis of the compatibility of the project with the surrounding area. As indicated in Section IV.D of the Draft EIR, the project site and surrounding neighborhood are located within a redevelopment area. Therefore, it is anticipated that the surrounding neighborhood would be changing with additional redevelopment projects, similar to the project. Thus, the project would be generally compatible with the surrounding properties.

COMMENT NO. 9-19

Finally, The [sic] argument made on page IV.C-32 that "...this mitigation measure could result in a significant reduction in the number of units in the proposed project.." is a false premise. Impacts to historic resources must be evaluated within the established guidelines; financial impacts on the proposed project or economic hardships claimed by the owner cannot be considered. Imposing that criterion is not a basis for evaluation of a historic resource.

RESPONSE NO. 9-19

A fundamental change to a program of a proposed project is not generally considered a feasible mitigation measure for an identified significant impact. Therefore, rather than include a mitigation measure to reduce the building by a certain amount, a determination was made that an alternative should be considered that would reduce the significant indirect impact to the adjacent historic resource. Alternative C, the Historic Resource Alternative, was designed and analyzed to address the significant indirect historic resource impact that would result from Option A.

COMMENT NO. 9-20

The DEIR analysis and conclusion with regard to the development of the community is flawed and continues to misrepresent conditions. This is a disingenuous and obvious effort to solidify the developer's contention that the proposed project will be a valuable addition. Page IV.C-11, Paragraph 2, states "...the...area is ripe for regeneration." In fact, this has not been a true statement for many years; the area was regenerated a long time ago. Significantly, it has been Historic Preservation, not new development that has been instrumental in the revitalization of the area; new development is the Johnny-Come-Lately to the equation. While residents were working diligently to improve the quality of life in the community, large business interests and commercial real estate developers studiously avoided investment in the area. Now that the area has an improved reputation and a stronger economic base, developers have come out of the woodwork to capitalize on this market.

RESPONSE NO. 9-20

The Draft EIR on Page IV.C-11 states "In recent years, the West Adams-Baldwin Hills-Leimert area has attracted the attention of young families seeking affordable housing, the planning/historic preservation community, and developers. Today, the Community Plan area is ripe for regeneration and plans are ongoing to redevelop existing commercial corridors and increase local mass transit options." The statement indicates that several factors have contributed to the area's revitalization, including the planning/historic preservation community, young families, and developers. As indicated in the text, the characterization of the area is attributed to Daniel Miller.

COMMENT NO. 9-21

Again, the economic value of the project is irrelevant to the evaluation of the appropriateness of the design, scale, massing, and historic impacts, which is the purpose of the DEIR process.

RESPONSE NO. 9-21

The comment is correct, the economic value of the project does not affect the assessment of the relationship of the proposed project to potentially eligible or designated historic resources.

COMMENT NO. 9-22

The DEIR analysis is contradictory and inadequate. It fails miserably to make a legitimate case for receiving the approvals sought by the developer. It lacks sufficient information to justify the requested exceptions. Washington Square Shopping Center has seen no maintenance or improvements in the twenty years that I have been observing it, demonstrating a history of indifference on the part of its owners. Rather than seek out the perspective and counsel of the community, the developers are trying to impose this project on the community, further evidence of an attitude of arrogance. I hope that PCR Services and its client will reconsider the many erroneous statements made throughout the DEIR and issue a more honest evaluation of the project and its impacts on the neighborhood.

RESPONSE NO. 9-22

The comment expresses opposition to the project, contains general opinion, and is conclusionary in nature. The comment does not substantiate that the Draft EIR analysis is contradictory or inadequate based on prior comments, nor does the comment state a specific concern or question regarding the information presented in the Draft EIR. The comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-23

The DEIR for the above referenced development project is made unnecessarily more complex than most because it is being utilized for two different Projects: Option-A and Option-B. These two deviating Projects, under a singular environmental document, are being proposed by the developers to allow them the flexibility to choose, at some undetermined point of time in the future, which of their Options offers them the greatest financial benefit.

RESPONSE NO. 9-23

The comment is correct that the evaluation would allow the Applicant flexibility to develop one of two options. As stated in Section II, Project Description, of the Draft EIR, “due to changing market

forces, the Project Applicant is requesting review of two development options, Option A and Option B, which are both fully evaluated in this Draft EIR. While it is requested that both options would be entitled through the City of Los Angeles, only one option would be implemented. This approach would provide flexibility to respond to the market prevailing at the time entitlement has been completed” (page II-2).

COMMENT NO. 9-24

Without commenting on the legality of this double dipping I find that it places an unfair burden on the public in their ability to respond. Specific remarks will now require the continued clarity of maintaining the separation between the two Projects to avoid the pitfall of implying that either Option is an Alternative for the other.

RESPONSE NO. 9-24

It is acknowledged that the evaluation of two options entails a more complex review process; however, in the Draft EIR, each option has been unambiguously identified and evaluations have been clearly delineated and/or separated through the use of subheadings. The evaluation of each of the project options (Option A and Option B) is consistent with the requirements of the CEQA Guidelines. Unlike the evaluation of project alternatives, which the CEQA Guidelines allow to be more generalized than the evaluation of the proposed project, the presentation of two equally evaluated options provides the Applicant the flexibility to choose one of two options. This flexibility would be advantageous in a complex financial market in which CEQA compliance may involve a lengthy and costly process. Without this flexibility, if Option B, for instance, were presented as a project alternative, and ultimately selected as the most marketable option, CEQA compliance may not be adequate.

COMMENT NO. 9-25

CEQA requires that EIRs identify and address project alternatives in order for decisionmakers to have before them a range of reasonable alternatives that enable decisionmakers to make informed decisions. The decisions must be fact based, and the alternatives analysis, at its underlying goal, must help guide the decision-makers to adopt alternatives that reduce the projects impacts while fulfilling some, but not all, of the project objectives.

The Projects offered in the DEIR are chosen Alternatives not based on reason, nor based on reducing environmental impacts, but rather Alternatives that are intended to justify its original choices, the proposed Projects.

RESPONSE NO. 9-25

In accordance with CEQA Guidelines Section 15126.6(a), the alternatives were selected on the basis of the potential to address the significant impacts identified for Option A and Option B in the Draft EIR. The CEQA Guidelines further direct that the range of alternatives be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are analyzed. As discussed in Chapter IV of the Draft EIR, with the incorporation of project design features, Option A would result in a significant, unavoidable indirect impact to an adjacent historic resource, a significant unavoidable impact to the transportation system and libraries, as well as air quality and noise impacts during construction. Option B would result in significant unavoidable impact to the transportation system and libraries, as well as air quality and noise impacts during construction. The five selected alternatives (Alternatives A through E) that are considered to be feasible were analyzed to address these potentially significant impacts. Four of the five alternatives are alternatives to Option A; three of the five alternatives are alternatives to Option B. Alternative A, the No Project/No Build Alternative, assumes that the project is not approved and that the project site remains unchanged from existing conditions. A No Project/No Build Alternative is required under Section 15126.6(e) of the CEQA Guidelines. In addition, three alternatives were considered and rejected based on infeasibility (see pages V-3 and V-4 of the Draft EIR). In accordance with CEQA Guidelines Section 15126.6(d), each alternative was evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the project.

COMMENT NO. 9-26

ALTERNATIVE-C: HISTORIC RESOURCES ALTERNATIVE (ALTERNATIVE TO OPTION-A)

The Projects' DEIR acknowledges that St. Paul's Catholic Church and Rectory is a significant historic resource with a highly visible skyline silhouette. The existing historic on-site shopping currently does little to negatively impact the visual dominance of this community landmark. The 1964 Washington Square Shopping center designed by the renowned architectural firm of Stiles and Robert Clements consists of low-rise structures, varying from 15 to 22 feet in height, that are subservient in their visual impact to that of the commanding presence of St. Paul's.

The developer's Projects however, with their massive styles, do cause negative impacts to the historic context and the scenic vista view. Purportedly the DEIR's proposed "V. Alternative-C: Historic Resources Alternative (Alternative to Option-A)" is included to provide a viable Project Alternative to the negative impacts imposed by Option-A's Building-C, whose height is listed at 205 above grade and is sited on the Project's west side adjacent to the Rectory and Church.

The Alternative-C: Historic Resources Alternative states that their proposed change in the Building-C, Option-A structure's front set back to 40-feet will create "an open space area along Washington Boulevard on the western portion of the site" (ref. c. Historic Resources, page V-44) may be technically accurate. The 40-foot proposed setback of Building-C, Option-A however does not even begin to provide for the necessary continued viewing of St. Paul's that their 20-story high-rise building will obscure.

Although I was unable to determine the actual proposed front setback of Building-C, Option-A from the DEIR it appears from my interpolation of the dotted and dashed setback lines on Figure V-3 to be approximately 15-feet. This would imply therefore that the announced change to a 40-foot setback is in reality only a further setback of an additional 25-feet. This 25-feet of setback is literally sliced off from the façade of Building-C Option-A and added to the top of the structure thereby increasing it from 18 to 20-stories and at 230-feet in height.

RESPONSE NO. 9-26

As discussed in the Aesthetics and Historic Resources sections of the Draft EIR, the upper height ranges of Option A would impair and interrupt primary views of the adjacent Church and Rectory's character-defining features from eastbound Washington Boulevard. The obstructed views of the Church, not the comparative scale of the Option A, would result in a significant and unavoidable aesthetic and indirect historic resources impact (Section IV.A.b(1) and Section IV.C.5, pages IV.A-64 and IV.C-34, respectively). Under Alternative C, the 40-foot setback of Building C would open views of the church from eastbound Washington Boulevard and, therefore, would reduce the impact associated with blocked views of the Church to a less than significant level.

Setting back the tower 40 feet from Washington Boulevard and aligning it to the setback of St. Paul's Rectory, would provide a meaningful increase in the viewshed when travelling west on Washington Boulevard just east of the proposed project. As presented in Response to Comment No. 8-32, views of St. Paul's Catholic Church and Rectory from Washington Boulevard are significantly greater in Alternative C compared with Option A. Figure 25, *Existing and Computer Rendered Views from Washington Boulevard -Alternative C* demonstrates the view of St. Paul's Catholic Church that would be available, with the implementation of the building setback under Alternative C. As shown in Figure 25, the Church steeple and Rectory would be substantially visible from Washington Boulevard. Figure 26, Building Setbacks under Option A, Option B, and Alternative C, provides a comparison of the various dimensions represented in the simulated figures. Please also see Figures 9 and 10, in Response to Comment No. 6-3.

COMMENT NO. 9-27

Additional statements under "c. Historic Resources, page V-44" include:

- 1) "As shown in Figure V-3, the greater height under Alternative C would be setback from Washington Boulevard approximately as far as the adjacent rectory is setback from Washington Boulevard."
- 2) "The proposed building would not occupy any area in the northwesterly portion of the site that is not currently occupied by the existing building on the site"
- 3) "By locating the greater height further south on the site, as shown in Figure V-3, views to the adjacent St. Paul Catholic Church would be maintained."

These statements in their totality, obfuscate, mislead, misinform and are deceptive in their attempt to offer an Alternative.

Statement No.1 is correct in that both the St. Paul Rectory and the Building-C, Alternative-C, Option-A structure would share a common front façade setback of approximately 40-feet. However the rectory is a 2-story building and Building-C, Alternative-C, Option-A would be 20-stories and 230-feet high. Currently the view of the mass and skyline silhouette of St. Paul' is visually intact over the rectory from the east looking west along Washington Boulevard. However when Building-C, Alternative-C, Option-A is constructed there will be a 230-foot high wall, beginning at the front façade setback, obscuring the St. Paul Church from the east when traveling in a western direction along Washington Boulevard.

Although statement No. 2 is factually correct that the "proposed building would not occupy any area in the northwesterly portion of the site that is not currently occupied by the existing building on the site" it fails to clarify that the existing building on site is a low-rise medical facility structure at 22-feet in height, at grade and not a high-rise residential structure 230-feet in height. The existing historic medical building like the rectory next door allows for the streetscape view from the east along Washington Boulevard of the St. Paul's landmark, which will be blocked-out completely by the highrise wall of Building-C, Alternative-C, Option-A.

Statement No.3, "By locating the greater height further south on the site, as shown in Figure V-3, views to the adjacent St. Paul Catholic Church would be maintained" is fallacious. The additional increase in the front setback by another 25-feet does nothing meaningful to maintain the

viewshed of St. Paul's iconic silhouette. Views from the east are hidden by the 230-foot high wall of Building-C, Alternative-C, and Option-A.

RESPONSE NO. 9-27

As indicated in Response to Comment No. 9-26, setting back the tower 40 feet from Washington Boulevard and aligning it to the setback of St. Paul's Rectory, would provide a meaningful increase in the viewshed when travelling west on Washington Boulevard just east of the proposed project. Views of St. Paul's Catholic Church and Rectory from Washington Boulevard are significantly greater in Alternative C compared with Option A. As depicted in Response to Comment No. 8-32, Figure 25, *Existing and Computer Rendered Views from Washington Boulevard -Alternative C* demonstrates the view of St. Paul's Catholic Church that would be available, with the implementation of the building setback under Alternative C. As shown in Figure 25, the Church steeple and Rectory would be substantially visible from Washington Boulevard. Figure 26, *Building Setbacks under Option A, Option B, and Alternative C*, provides a comparison of the various dimensions represented in the simulated figures (see Response to Comment No. 8-32). Please also see Figures 9 and 10, in Response to Comment No. 6-3.

COMMENT NO. 9-28

The new views from the west will reduce the iconic skyline silhouette to nothing more than an obscured foreground element, distorted against the cacophony of the 230-foot west façade of Building-C, Alternative-C, Option-A. There are no illustrative examples of the comparative relationship between St. Paul's Church and the Washington Boulevard Shopping Mall of today or one illustrating the comparative relationship between St. Paul's Church and the Washington Square Mixed-Use Development of tomorrow's Option-A.

RESPONSE NO. 9-28

The Draft EIR analyzes the blockage of view resources from public vantage locations, such as public sidewalks and street corridors. As discussed in the Draft EIR (pages IV.A-30 and A-31), Option A and Option B would not block public views farther east of the project site, an area that includes views of downtown Los Angeles's panoramic skyline. With the development of either project option, the downtown skyline would be visible through the Washington Street corridor. With regard to the comparative relationship between St. Paul's Church and the proposed Option A, as indicated in Response to Comment No. 6-3, Figure 5, *South and West Elevations - Option A*, and Figure 6, *South and West Elevations - Option B*, in this Final EIR, illustrate the views of the Options A and B from St. Paul's Catholic Church to the west and from the residential uses to the south.

COMMENT NO. 9-29

In fact I could not find an illustration of the west-façade of Building-C, Alternative-C, Option-A or the west façade of Option-B or any other of the Alternatives in the Projects' DEIR. I am therefore left to assume the west side of Building-C echoes that of the east facade. Assumptions should not be part of a DEIR process.

RESPONSE NO. 9-29

An illustration of the west façade of Option A is provided in Figure 5 of this Final EIR. Compared to the east façade, as shown in Figure 3, which was also provided in Response to Comment No. 6-3, the two façades are considerably different, due to the location of the proposed 18-story tower deeper in the background of the east elevation (see Figure 3). These elevations do not provide additional information that would alter the analysis contained in the Draft EIR. Rather, these figures provide substantiation of the conclusions reached in the Draft EIR.

COMMENT NO. 9-30

The only way to mitigate the proximity of the high-rise structure with that of St Paul's silhouette is to insure a visual separation of the two structures to the extent possible. This effort begins with the restriction of the Project's high-rise element's front setback to a line behind that of the St. Paul Church structure. This includes the footprint width of the church structure in its totality: nave, side-aisles, transept, and apse. This figure is approximately 140-feet south from Washington Boulevard. Building-C, Alternative-C, Option-A would therefore should be limited to only a 22-foot high element in this established front setback. This limited height is that of the current shopping center.

RESPONSE NO. 9-30

Based on shade and shadow studies, setting the tower back 140 feet south of Washington Boulevard would cause a significant amount of shading to St Paul's Church. Over-shading the Church detracts from its architectural significance as it blocks lighting that enters the church through the stained glass windows. The interior lighting created by the sun shining through the stained glass is a character-defining feature of the church.

COMMENT NO. 9-31

The developers in their attempt to not diminish their comparative development rights when they removed 25-feet from the front façade of Building-C, added that lost square footage to the top of the building in their proposed Alternative-C: Historic Resources Alternative. This allows for both Option-A and Alternative-C to develop a structure with the same 547-units. Completing that conceptual slice-and-add process when attempting to calculate a new corrective height imposed by the 140-foot front façade setback could result in a 40-story structure 600-feet high.

As proposed the Alternative-C: Historic Resources Alternative, Option-A is identical in every comparative statistical data point with that of Option-A, as seen in Table V-7. The singular exception of the slicing-off of 25-feet of the north façade and placing it on top of the structure is the only difference between the two Projects.

Building-A remains the same. Building-B remains the same. The parking remains the same. The driveways remain the same. The courtyards remain the same. The trees remain the same. This is not a reasonable Project Alternative. It is certainly is not a Historic Resources Alternative as titled.

RESPONSE NO. 9-31

As indicated in Section V, Alternatives of the Draft EIR, Alternative C would have the same number of residential units, the same amount of commercial square footage, and the same amenities as Option A (please see Table V-7 of the Draft EIR). As indicated in Section V, Alternative C was designed to reduce or eliminate the significant indirect impact to an adjacent historic resource as well as a significant aesthetic impact to a visual resource. The purpose of the Alternative was to keep the alternative as similar to Option A as possible, but to determine whether a relocation of the tower would reduce the significant impacts identified.

As indicated in Response to Comment No. 8-32, setting back the tower 40 feet from Washington Boulevard and aligning it to the setback of St. Paul's Rectory, would provide a meaningful increase in the viewshed when travelling west on Washington Boulevard. Figure 25, *Existing and Computer Rendered Views from Washington Boulevard -Alternative C* demonstrates the view of St. Paul's Catholic Church that would be available, with the implementation of the building setback under Alternative C. As shown in Figure 25, the Church steeple and Rectory would be substantially visible from Washington Boulevard. Figure 26, *Building Setbacks under Option A, Option B, and Alternative C*, provides a comparison of the various dimensions represented in the simulated figures. Please also see Figures 25, 9 and 10, in Response to Comment No. 6-3.

As indicated in Section V of the Draft EIR, under Alternative C, the maximum height of Building C would be approximately 230 feet. However, in further considering this Alternative it has been determined that the maximum height would be approximately 215 feet. Therefore, the text and Table V-7 have been revised in this Final EIR. Please see Section IV, Corrections and Additions, of this Final EIR.

COMMENT NO. 9-32

FAILURE TO PROVIDE A REASONABLE RANGE OF ALTERNATIVES:

There is not a proffered Alternative that supports the following project objectives that are consistent with the West Adams-Baldwin Hills-Leimert Community Plan and promote retention and enhancement of the residential character of the Washington Square neighborhood respecting the surrounding context of historic resources.

- The proponent's DEIR does not analyze, in the face of numerous stakeholder suggestions to do so, Alternatives to either Option-A or Option-B that take into consideration a project design that includes a community orientated, pedestrian friendly, commercial-retail component that is sited along the length of its Washington parcel frontage in a low-rise building format which would reflect the historic character defining pattern of development along the Boulevard.
- The proponent's DEIR does not analyze a project design that incorporates the existing low-rise Googie Style historic, Stan's Kite, coffee shop at Washington Blvd. and 10th Avenue. The DEIR is inaccurately dismissive of the importance of this potentially eligible historic resource.
- The proponent's DEIR does not analyze a project design that incorporates a compatible 2-story height limitation along the southern side of the site where it abuts the 1920's historic 21st Street residential development. The DEIR is inaccurately dismissive of the importance of this potentially eligible historic resource.
- The proponent's DEIR does not analyze a project design that incorporates a compatible 2-story height limitation along the 10th Avenue eastern side of the site that would reflect the historic character defining pattern of development of this residential neighborhood.
- The proponent's DEIR does not analyze a project design that incorporates a project that has the majority of its parking requirements located underground.

- The proponent's DEIR does not analyze a project design that that meets the requirements of the Secretary of the Interior's Standards ("the Standards") in terms of massing, scale, lot coverage, the context of the historic setting and impacts to on-site and adjacent historic structures.

The Alternatives presented in the DEIR's "V. Project Alternatives", cannot meet the legally required demands of CEQA. An EIR must focus on alternatives that offer substantial environmental advantages over the proposed project. (*Citizens of Goleta v. Board of Supervisors* (1990) 52 C3d 553, 556, 276 CR 410.) The DEIR has selected a very limited range of alternatives, skewed towards adoption of the proposed Projects.

RESPONSE NO. 9-32

As indicated in Section V, Alternatives, of the Draft EIR, the definition of project alternatives is provided in CEQA Guidelines Section 15126.6(a) as follows:

“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

As indicated above, the intent of alternatives is to reduce the significant impacts of a project. As discussed in Chapter IV of this document, with the incorporation of project design features, Option A would result in significant unavoidable indirect impact to an adjacent historic resource, a significant unavoidable aesthetic impact due to the obstruction of a valued resource, a significant unavoidable aesthetic impact to the transportation system, and libraries as well as air quality and noise impacts during construction. Option B would result in significant unavoidable impact to the transportation system and libraries, as well as air quality and noise impacts during construction. Therefore, alternatives were designed to reduce these significant impacts. Thus, an alternative that would reduce impacts to the residences to the south, for example, was not considered as no significant impacts to the existing residences has been identified. Also, an alternative to retain the Googie style coffee shop was not considered since as indicated in Response to Comment No. 9-10, the analysis contained in Section IV.C of the Draft EIR concludes that the Stan Kite's restaurant been “substantially altered.”

As indicated in Response to Comment No. 9-25, the five selected alternatives (Alternatives A through E) that are considered to be feasible were analyzed to address these potentially significant impacts. Four of the five alternatives are alternatives to Option A; three of the five alternatives are alternatives to Option B. Alternative A, the No Project/No Build Alternative, assumes that the

project is not approved and that the project site remains unchanged from existing conditions. A No Project/No Build Alternative is required under Section 15126.6(e) of the CEQA Guidelines. In addition, three alternatives were considered and rejected based on infeasibility (see pages V-3 and V-4 of the Draft EIR). Thus, a reasonable range of alternatives that would reduce the identified potential impacts have been analyzed in the Draft EIR.

COMMENT NO. 9-33

FAILURE TO ADEQUATELY IDENTIFY IMPACTS:

The entire range of Alternatives in this DEIR are unreasonable in the absence of the omitted, unconsidered, yet very reasonable possible alternatives noted above. The Alternatives in the DEIR appear to have been selected to fail to achieve the developer's self identified Design, Development, and Economic Objectives or fail to meet cherry-picked Community Plan Objectives; and are therefore dismissible or offer a same-as dismissible Project:

- Alternative-A (submitted for both Option-A and Option-B), the "No Project / No Build Alternative" is required by law. Dismissible in concept.
- Alternative-B (submitted for both Option-A and Option-B) the "Maximum Build Out of the Existing Community Plan Designation Alternative". Dismissible because it fails to meet developer's goals of a mixed-use site by excluding entitlements for a combined residential use.
- Alternative-C (submitted for Option-A only) the "Historic Resources Alternative" only offers a token design modification that fails to reduce the identified significant negative impacts to a historic resource that the Option-A Project imposes and is a same-as Project.
- Alternative-D (submitted for Option-A only) the "Reduced Density Alternative" dismissed because it fails to meet developer's goals for density.

The Alternatives discussion contains an analysis that completely skews any discussion on the true environmental impacts of this project. Since the basic purpose of an alternatives discussion is to suggest ways project objectives can be achieved at less environmental cost, impacts are at the heart of any alternatives discussion.

RESPONSE NO. 9-33

As indicated in Section V, Alternatives, of the Draft EIR, under CEQA, the identification and analysis of alternatives to a project is a fundamental aspect of the environmental review process. Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, the purpose of an environmental impact report is to identify alternatives to the project.

As indicated in Response to Comment Nos. 9-25 and 9-32, the five selected alternatives (Alternatives A through E) that are considered to be feasible were analyzed to address the potentially significant impacts identified in Chapter IV of the Draft EIR.

COMMENT NO. 9-34

Since the DEIR concludes that the on-site Googie Style, Stan's Kite, coffee shop as well as the adjacent 21st Street collective of residential structures are not significant historic resources, any and all discussion about CEQA impacts and mitigations are absent. The impacts to the 21st Street historic collective structures by Building-B in Option-A and Building-2 in Option-B, caused by their massive scale and height (85-feet in both Option A and Option-B), should have been analyzed for mitigations on any existing group of 2-story residential structures. It would be mandatory however if these were acknowledged historic resources.

RESPONSE NO. 9-34

Section IV.C, Historic Resources, of the Draft EIR, contains a detailed analysis of the potential historic resources on the site and surrounding the project site. As indicated in Response to Comment No. 9-10, the on-site coffee shop has been substantially altered and therefore, is not an historic structure. In addition, as indicated in Response to Comment No. 9-12, the proposed project was assessed for potential impacts to the adjacent neighborhood to the south. It was determined that the proposed project would have no indirect impact to the multifamily dwellings on 21st Street. The residences do not have primary views towards the proposed project; rather, they are oriented facing 21st Street, away from the project site. The original early twentieth-century context of the residential neighborhood was altered by the mid-1950s construction of the existing shopping center. None of the adjacent residences would be physically impacted by the proposed project, nor would the new construction materially impair their eligibility for listing as potential historical resources.

COMMENT NO. 9-35

The proposed above grade parking for Building-B, Option-A and Building-2, Option-B only exacerbates the problems caused by the looming 85-foot wall juxtaposed against 24-foot high Mediterranean Revival Style multifamily historic structures. However there are no reasonable Project Alternatives that offer a complete underground parking solution as a possibility. No parking alternatives, no data. No data, no analysis. No analysis, no proposed mitigations. No need for mitigations, no compliance problems with CEQA.

RESPONSE NO. 9-35

The analyses contained in the Draft EIR evaluate the project (Option A and Option B) as proposed, which includes the above-ground parking structures. Section IV.A, Aesthetics, and Section IV.D, Land Use and Planning, of the Draft EIR contain detailed analyses of the compatibility of the project relative to the surrounding used. The analyses do not identify a significant impact as a result of the proposed parking.

The site plans provided in Figure 12, *Site Plan - Option A* and Figure 13, *Site Plan - Option B*, in this Final EIR, illustrate the context of the project compared to the surrounding uses. The elevations provided in Figures 14 through 21, of this Final EIR, depict the street-view elevations of the project and adjacent uses from all four cardinal directions (north, east, south, and west) for Option A and Option B. These illustrate the scale of the project with respect to adjacent and surrounding uses. This additional information provides more detail regarding pedestrian access and the relationship of the project to surrounding uses. These figures support the conclusions reached in the Draft EIR regarding compatibility of scale, and pedestrian orientation. Please see Response to Comment No. 8-2.

With regard to the inclusion of an alternative with a complete underground parking structure, such an alternative was not included as it was determined to be financially infeasible.

COMMENT NO. 9-36

The demolition of the community's historic-cultural resource, Stan's Kite, Googie Style coffee shop is required for the new construction of Option-A, Building-A and Option-B, Building-1. Deemed not to be a historic resource by the developers' preparer of the DEIR, its demolition thereby lacks CEQA gravitas. No need to propose mitigations. No need to propose reasonable Project Alternatives for its retention on site. No mitigations, no alternatives, no data. No data, no analysis. No analysis, no problems of CEQA compliance.

RESPONSE NO. 9-36

As indicated in Response to Comment No. 9-10, Section IV.C, Historic Resources, of the Draft EIR contains a detailed analysis of the Googie style coffee shop that is located on the site. On page IV. C-28 of the Draft EIR, the former Stan Kite's restaurant is described as "a common and undistinguished example of a mid-1960s California Coffee Shop." In addition, as indicated in the analysis contained in Section IV.C of the Draft EIR, the Stan Kite's restaurant that is located on the project site has been "substantially altered." Please see Response to Comment No. 9-10 for a more detailed response.

COMMENT NO. 9-37

The DEIR's Project Alternatives are very selective, narrow, and offer only minor discussion in the face of the true impacts of the Projects. This narrowly defined analysis completely ignores the larger issues of the mass, scale and lot coverage and impacts to historic resources caused by the proposed Projects.

RESPONSE NO. 9-37

As indicated in Response to Comment No. 9-32, the intent of alternatives is to reduce the significant impacts of a project. As discussed in Chapter IV of this document, with the incorporation of project design features, Option A would result in significant unavoidable indirect impact to an adjacent historic resource, a significant unavoidable aesthetic impact due to the obstruction of a valued resource, a significant unavoidable aesthetic impact to the transportation system, and libraries as well as air quality and noise impacts during construction. Option B would result in significant unavoidable impact to the transportation system and libraries, as well as air quality and noise impacts during construction. Therefore, alternatives were designed to reduce these significant impacts. As indicated in the Draft EIR, the five selected alternatives (Alternatives A through E) that are considered to be feasible were analyzed to address these potentially significant impacts. In addition, three alternatives were considered and rejected based on infeasibility (see pages V-3 and V-4 of the Draft EIR). Thus, a reasonable range of alternatives that would reduce the identified potential impacts has been analyzed in the Draft EIR.

COMMENT NO. 9-38

THE DEIR LIMITS THE ABILITY TO REVIEW ALTERNATIVES IN A WAY THAT ARTIFICIALLY CONFINES A RANGE OF ALTERNATIVES:

The Alternatives chosen confine the range of alternatives in an artificial way. While alternatives must be able to satisfy most of project alternatives, a project sponsor may not limit its ability to implement a project in a way that artificially confines the range of alternatives. (Kings County Farm Bureau v City of Hanford 221 CA3d 692, 736,270 CR 650,).

RESPONSE NO. 9-38

Please see Response to Comment Nos. 9-32 for a detailed discussion regarding the range of alternatives considered.

COMMENT NO. 9-39

FAILURE TO COMPLY WITH THE SOUTH COMMUNITY PLAN'S DESIGN OBJECTIVES:

The project fails to comply with the South Central Design Guidelines. It appears that the Project does not comply with the South Community Plan, which is "the fundamental policy document...it defines the framework by which the City's physical and economic resources are to be managed and utilized over time." The South Community Plan "seek(s) a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods." The Projects' designs are not consistent with Chapter V of the Community Plan which requires that a project "maintain(s) and preserves the character and integrity of existing neighborhoods."

RESPONSE NO. 9-39

The Draft EIR compares Option A and Option B to applicable policies of the West Adams-Baldwin Hills-Leimert Community Plan, which is the adopted Community Plan for the project area. With regard to Community Plan Policy 1-3.2, which requires that a project "Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed. Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed," the Draft EIR states that Option A and Option B would be partially consistent. The Draft EIR states that Option A and Option B would require a General Plan Amendment, Conditional Use Permit, and Zone and Height District Change in order to accommodate the proposed height and density. As indicated in the Draft EIR, the mixed-use development would be consistent with the surrounding residential and commercial uses. While Option A would result in significant impacts relative to aesthetics, historic resources (indirect), and both Options would result in significant impacts relative to traffic, library services, construction air

quality, and construction noise, these options would replace an older, auto-oriented, strip-commercial development with a well-designed mixed-use development. Option A and Option B would incorporate design elements with an architectural theme that would be consistent throughout the development and would complement the existing character of the area. In terms of livability, pedestrian activity in the area would be encouraged through the provision of a mix of uses and a central plaza, as well as streetscape improvements. Option A and Option B would not substantially and adversely change the existing relationships between numerous land uses or properties in the neighborhood or, in balance, would not create a substantial incompatibility of use with adjacent uses (Draft EIR, page IV.D-33)

It is further noted that Option A or Option B are mixed residential/commercial uses that would be located on an existing, unusually large commercially-zoned property. Although Option A and Option B would interface with existing multi-family residential uses to the south, these options would not encroach into the existing residential zone or require any changes adjacent locations. At present, the residential uses to the south face a 19-foot-high blank concrete wall and trash containers associated with the existing strip mall. By comparison, the interface of the proposed mixed use with the existing residential neighborhood would not be considered a detrimental change in the character of the project site adjacent to the existing residential use. In addition, proposed buildings on the project site would not dominate or overshadow the adjacent residential neighborhood, as viewed from 21st Street. Figure 24 demonstrates that Building B (Option A) and Building 2 (Option B) would be visible above the existing residential buildings on 21st Street, as viewed from the public street (see Response No. 8-13). However, the tower component under Option A would be barely visible. Also, as shown in the simulation, Building B (or Building 2 under Option B) would not encroach in a manner that would change the character and integrity of the existing residential neighborhood.

COMMENT NO. 9-40

CONCLUSION:

The range of alternatives is unreasonable in the absence of possible reasonable alternatives that are omitted. A DEIR should contain a reasonable range of alternatives to foster informed decision making as required by 14 Cal Code Red section 15126.6(a). There is no alternative that offers substantial environmental advantages over the proposed Projects. The DEIR fails to meet the most basic objective of an alternatives discussion and therefore is legally deficient. The DEIR evades then the responsibility and obligation of the proponent to adopt an environmentally superior alternative because it has not identified one.

The DEIR has engaged in discussion weighted in favor of the Projects as proposed and without regard for the environmental setting. The DEIR needs to be revised and recirculated, with alternatives that are environmentally superior.

RESPONSE NO. 9-40

As indicated in Response to Comment No. 9-32, the intent of alternatives is to determine alternatives that would reduce the significant impacts of a project. As discussed in Chapter IV of this document, with the incorporation of project design features, Option A would result in significant unavoidable indirect impact to an adjacent historic resource, a significant unavoidable aesthetic impact due to the obstruction of a valued resource, a significant unavoidable aesthetic impact to the transportation system, and libraries as well as air quality and noise impacts during construction. Option B would result in significant unavoidable impact to the transportation system and libraries, as well as air quality and noise impacts during construction. Therefore, alternatives were designed to reduce these significant impacts.

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce significant impacts relative to the proposed project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.”⁶ The CEQA Guidelines further direct that the range of alternatives be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are analyzed.⁷

As indicated in Section V of the Draft EIR, based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project/No Build Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.⁸ CEQA Guidelines do not have a requirement that an alternative be environmentally superior to a project. The alternatives analyzed in the Draft EIR were selected for analysis as they are alternatives designed to reduce the significant impacts identified in the Draft EIR. No feasible alternatives have been presented that warrant further analysis.

COMMENT NO. 9-41

The most effective way of invigorating this area of Washington Boulevard, promoting pedestrian activity, and respecting both the existing historic resources and the residential and

⁶ *CEQA Guidelines Section 15126.6(b).*

⁷ *Ibid, Section 15126.6(f).*

⁸ *Ibid, Section 15126.6(e)(2).*

commercial-retail character, would be by a development that supports and enhances these contextual elements, creates a destination that evokes the spatial relationships and character defining features and builds upon the unique and irreplaceable assets that are part of the Washington Boulevard streetscape.

Very Truly Yours,

Jim Childs,

c/o 2341 Scarff Street, Los Angeles, CA. 90007, jeanjim@earthlink.net

RESPONSE NO. 9-41

The comment contains an opinion. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. Therefore, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-42

MY BACKGROUND:

I am a professional Historic Preservation Consultant under a business license of the City of Los Angeles. I was the proponent and research collaborator for both the St. James Park and the Twentieth National Register Historic Districts (1991) and also the proponent, research collaborator and co-submitter for the North University Park National Register Historic District (2005).

I was the proponent and submitter for over thirty-four Los Angeles City Historic-Cultural Monuments. I served by appointment of the Los Angeles City's Cultural Heritage Commission, as their "preservation" member on the University Park Historic Preservation Overlay Zone Board from its inception in 2000 through January 2008 when term-limits forced my replacement. As Board member I was part of the Planning Department's team that drafted the University Park Preservation Plan.

RESPONSE NO. 9-42

The comment provides the commentor's credentials. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. Therefore, the comment

is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-43

I am writing on behalf of the West Adams Heritage Association (WAHA), and in conjunction with a submittal of comments coordinated by WAHA's Historic Preservation Committee, regarding the Washington Square Mixed-Use Development Project (ENV-2007-5046-EIR) proposed [sic] for the site at 4020-4060 Washington Blvd., Los Angeles 90018 (hereinafter, "Project"). Both the organization and I personally have been engaged in advocacy related to historic preservation and land use in the Historic West Adams District for several decades. I am very familiar with the environmental setting in which this Project is proposed.

My comments focus primarily on land use (Section IV.D), aesthetics and design (IV.A), traffic/parking impacts (IV.G) and the descriptions and discussions in the chapters on the Environmental Setting and Other Environmental Considerations. Although my following comments are therefore somewhat limited, it should not be inferred that my absence of comment on other aspects of the DEIR implies any form of approval. Rather, please refer to my colleagues' respective comments on cultural resources, alternatives, and their own remarks on design and aesthetics.

RESPONSE NO. 9-43

The comment provides the commentor's credentials and is introductory in nature with regard to the commentor and the scope of the letter. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. Responses are provided to each of the comments raised in the letter. Please see Response to Comment Nos. 9-44 through 9-79 below.

COMMENT NO. 9-44

First, though, I would like to point out that WAHA has significant problems with this Project as proposed.

To start with, the applicant/owner owns a property in a highly visible and sensitive location. It is sensitive because the surrounding community, Arlington Heights, is an identified historic/character residential neighborhood. And it is sensitive because that surrounding community is also already significantly impacted by both parking issues (there is currently not enough parking for adjacent school, library and religious uses), and cut-through neighborhood-intruding traffic, with neither issue adequately addressed in the DEIR

RESPONSE NO. 9-44

Issues such as the historical character of the surrounding community, traffic, and parking are evaluated in Section IV.C, Historic Resources, and Section IV.G, Transportation and Circulation, of the Draft EIR. Specific historic, traffic, and parking comments received in response to the EIR are also addressed in this Responses to Comments section of the Final EIR. As discussed in these responses, no new information that would change the conclusions of the Draft EIR has been presented or has come to light as a result of additional analysis or research. Since additional analysis has not resulted in any changes in the findings of the Draft EIR, it is considered that these issues have been adequately addressed in the Draft EIR.

COMMENT NO. 9-45

The Project and its "design" as proposed is INSENSITIVE to and INCOMPATIBLE with the adjacent uses, the view corridor and the appropriate scale, massing, setback, height, etc. that is required by local land use policies. I use the word "design" in quotes because the DEIR fails to actually provide adequate design renderings for either Option A or Option B that would permit a reviewer such as WAHA to properly evaluate the bulk and massing's impacts on the adjacent neighborhoods. We have a slight sketch of boxes meant to emulate the Project as it would rise on a blank slate, like a tower on the prairie, but not what it may look like in a highly urbanized built-out neighborhood.

RESPONSE NO. 9-45

Please refer to Figures 12 through 24, in this Final EIR, which are contained in Response to Comment Nos. 8-2, 8-8, and 8-13. Figures 12 through 24 are provided to clarify the scale of Option A and Option B with respect to surrounding land uses. Also, refer to Response to Comment No. 9-40, above, regarding the issue of bulk and mass of the proposed project. Although these figures provide additional detail regarding the comparison of Option A and Option B to existing uses, information provided in these graphics does not result in a change in the findings of the Draft EIR regarding the scale of the proposed project within the context of the existing setting.

COMMENT NO. 9-46

The proposed structure is too tall near sensitive existing uses (an intact residential community to the south that has one-story and two-story buildings, an intact historic residential community to the east of the site, plus the historic church to the west) and it is also too close to some of those uses at its proposed heights.

RESPONSE NO. 9-46

Regarding scale and mass of the project, please refer to Figures 12 through 24, in this Final EIR that are contained in Response to Comment Nos.8-2, 8-8, and 8-13. Figures 12 through 24 are provided to clarify the scale of Option A and Option B with respect to surrounding land uses. Also, refer to Response No. 9-40, regarding the issue of bulk and mass of the proposed project. It is noted that an industrial zone with exposed auto repair and auto-related uses is located along Washington Boulevard immediately to the east of the project site, to the east of and along the east side of 10th Avenue. This industrial zone comprises both sides of Washington Boulevard, beginning at 10th Avenue and continuing to the east of I-110. With respect to land use, this industrial zone constitutes a more intensive land use than the proposed mixed-use and is less consistent with adjacent residential uses than the proposed mixed use under Option A and Option B.

COMMENT NO. 9-47

We are disappointed that the DEIR did not thoroughly assess the impacts this Project will have on the adjacent residential community particularly in regard to traffic circulation (so-called cut-through traffic), nor the role this Project plays cumulatively with the many other projects recently completed, currently in plan review, proposed, and/or under construction along the Washington Boulevard Corridor.

RESPONSE NO. 9-47

Section IV.G, Transportation, of the Draft EIR contains an analysis of residential street segments. In response to concerns raised at the scoping meeting for the proposed project, the scope of the traffic analysis was expanded to include an analysis of residential street segments which was not initially required by the LADOT. The residential street traffic analysis was conducted to determine the potential traffic impacts on the two roadway segments expected to be most heavily impacted by Project traffic: 10th Avenue, south of 23rd Street, and 21st Street, east of 10th Avenue. With regard to cumulative analysis, each section within Chapter IV of the Draft EIR contains a cumulative analysis, as required in the CEQA Guidelines. Section III.B, Related Projects, of the Draft EIR contains an explanation of the cumulative analysis and contains a list and figure of related projects. Table III-1 of the Draft EIR contains 31 related projects.

COMMENT NO. 9-48**Environmental Setting**

The DEIR description of the current environmental setting is completely incorrect relative to existing buildings, historic pattern of development, and the character of the community. Why, for example, would the authors state that the St. Paul Catholic Church bell tower, a dominant feature, rises only "30 feet above grade" (page 111-2) except to diminish the importance of this architectural landmark? We believe its height to be at least twice that.

RESPONSE NO. 9-48

Section III, of the Draft EIR, contains a summary of the environmental setting by issue area. The comment is correct in noting that the church tower is approximately 60 feet tall. The church tower height has been revised in Section III and Section IV.A, Aesthetics, of the Draft EIR. Please see Section IV, Corrections and Additions, of this Final EIR. However, this correction does not alter the conclusions reached in the Draft EIR.

COMMENT NO. 9-49

They correctly call the neighborhood "Historic" Arlington Heights, but fail to acknowledge that this character neighborhood has, in fact, been identified by the Planning Department as a set of smaller historic districts (Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension Neighborhood District) appended to the adopted West Adams-Baldwin Hills-Leimert Park Community Plan. The DEIR also fails to note that this environmental setting actually includes within the nearby vicinity two designated HPOZs, West Adams Terrace (which incorporates the portion of Arlington Heights just south of the freeway) and Lafayette Square. Infill development shall be compatible with character/historic single family and multi-family neighborhoods, according to Los Angeles city policy, so it is suspect at best if the description fails to acknowledge that Arlington Heights meets (or may meet) that criteria.

RESPONSE NO. 9-49

Potential historic districts were identified during a windshield survey by Myra L Frank & Associates Inc., and Leslie Heumann & Associates in 1990, and appended to the West Adams-Baldwin Hills-Leimert Park Community Plan. The potential districts include Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension Neighborhood District. The proposed project site and the neighborhood

adjoining the property to the south including the 4000 block of W. 21st Street and W. 22nd Place, were not included in any of the above potential historic districts. The proposed project site does not border any of the three mentioned potential historic districts nor the two designated HPOZ's. While the potential Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension Neighborhood District are located near the proposed project site, they are not indirectly impacted by the proposed project. Furthermore, the two designated HPOZ's will not be indirectly impacted by the proposed project. The Draft EIR has been revised to include this information regarding historic resources in the surrounding area. Please see Section IV, Corrections and Additions, of this Final EIR. The addition of this information does not change the conclusions reached in the Draft EIR regarding historic resources.

COMMENT NO. 9-50

The authors go on to describe the pattern of historic development falsely, stating that in the 1920s and 1930s "the vicinity had a primarily industrial function as the site of airfields and oil production uses." Really? Elsewhere in this same DEIR the authors note that the 7.8-acre site itself from 1906 until the current shopping center was erected was the location of the Sisters of Mercy School, St. John's Academy and a related convent. Surrounding the Sisters of Mercy was Historic Arlington Heights (a township first established in 1887) to the east, southeast and north; and a tract laid out in the 1920s directly to the south and southwest (current-day 21st Street/Bronson Avenue). Within that tract are homes dating 10-20 years earlier.

The authors then state, "the area began to transition toward residential and commercial uses during the 1930s and 1940s." Actually, Washington Boulevard was laid out more than one century ago, in the 1890s, as Los Angeles's "first grand avenue from downtown to the ocean." It was 100 feet wide and featured among the city's first concrete curbs. By the 1920s it was well established as a streetcar route and commercial corridor, hence the many 1920s brick commercial buildings (one- and two-story) still lining the boulevard.

In reality, this subject site was the exception, since it retained the religious/institutional use well past World War II when the commercial boulevard it sat on had become well developed with neighborhood-serving commercial uses.

When DEIR authors cannot get the basic history correct, can we believe their stated "facts" in other sections of the document?

RESPONSE NO. 9-50

The Draft EIR discusses on Page IV.C-10 the development of the entire West Adams-Baldwin Hills-Leimert Community Plan Area. The Draft EIR discusses that there was some subdivision in the Community Plan area during the late 1800s and that there was some air fields and oil production in the Baldwin Hills area.

COMMENT NO. 9-51**Aesthetics**

This chapter/section purports to analyze "visual quality." But how would readers such as ourselves evaluate the analysis for either Option A or Option B (or any stated alternatives) when the Project proponents have failed to provide any reasonable drawings that show what the Project may look like, or what its proposed massing and scale would be in the at-ground context of sitting in a neighborhood? What would either Project option look like if you were standing on Bronson looking east, through the St. Paul's church property? What would it look like from the front yard of a home on Bronson Avenue (to the north, in the single family residential neighborhood)? What would it look like from 8th Avenue? Or from the West Adams Avenues neighborhood, to the south?

RESPONSE NO. 9-51

Please refer to Figures 3 through 10, which are provided in Response to Comment No. 6-3, and Figures 12 through 24, which are provided in Response to Comment Nos.8-2, 8-8, and 8-13. These figures include three-dimensional views of Option A and Option B; north, east, south, and west elevations for Option A and Option B, and simulations of the project, as viewed from adjacent streets. Views of Option A and Option B from more distant locations are likely to be obscured by intervening buildings (see Figure 24 in this regard). The inclusion of these figures substantiates the conclusions reached in the Draft EIR.

COMMENT NO. 9-52

The DEIR shows views from the Project site but not of the Project site itself. Other DEIRs we have reviewed typically insert/superimpose (through technology) renderings of a proposed project into the established community/project site. Furthermore, lacking that visual information, how would readers evaluate whether a "potential obstruction would substantially alter the view" of a visual resource?

RESPONSE NO. 9-52

Please refer to Figures 8 through 10, which are contained in Response to Comment No. 6-3 and Figure 24, which is contained in Response to Comment No. 8-13. These figures include simulations of the project, as viewed from adjacent streets. The focus of concern regarding visual resources is the obstruction of existing views of such resources from public streets and vantage points. Option A has been identified as potentially obscuring views of St. Paul's Catholic Church from westbound Washington Boulevard. This obstruction is addressed under Alternative C, which requires a deeper setback at Building C (northwest corner of the project site). Option A and Option B would not obstruct east-facing views of the downtown skyline through the Washington Boulevard corridor. As discussed in the Draft EIR, no aesthetic resources are visible from public streets to the north across the project site, from public streets to the west across the project site, or from public street to the south across the project site.

COMMENT NO. 9-53

It is curious as well that the DEIR's authors have included numerous images of the current shopping center in this chapter, but no photos of the existing Atomic Age "Googie" restaurant. Why is it hidden from view in this analysis? Also curious, there is an included photograph of the tree-lined and well maintained streetscape along 21 st Street, a charming image, but the neighborhood itself is only described as "highly urbanized."

RESPONSE NO. 9-53

Please refer to Response to Comment Nos. 9-10 and 9-11. As discussed therein, the "Googie" restaurant does not constitute a historical resource. As the visual value of the resource is related to its historical significance, no additions or corrections to Section IV.A, Visual Resources, of the Draft EIR, regarding this building, are necessary.

COMMENT NO. 9-54

The current shopping center is described here and elsewhere as "deteriorated." Do we need to point out that the applicant is also the longtime owner/operator of the shopping center? If it is deteriorated, that would be because the owner has not maintained nor improved the building in several decades of ownership.

RESPONSE NO. 9-54

The comment does not state a specific concern or question regarding the information presented in the Draft EIR. Therefore, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-55

Throughout the DEIR, including in the "Operations" section, there is a stream of references to "pedestrian friendly" elements and/or a "pedestrian friendly environment" and/or pedestrian "connectivity," all of which seem to really refer to walkability within the Project rather than pedestrian friendly orientation on the commercial street (as is required by the Community Plan). A DEIR should not purposefully obfuscate or confuse. This project is not pedestrian friendly on Washington Boulevard and should not be described as if it is, in the Aesthetics chapter or elsewhere.

RESPONSE NO. 9-55

Please refer to Response to Comment No. 6-3 and Figures 1 and 2 regarding pedestrian amenities and access under Option A and Option B, with respect to the public street and sidewalk.

COMMENT NO. 9-56

Similarly, the authors state that, in Option A, Building A's retail uses would be "fronting the roadway" (page IV.A-28). Do they mean Washington and 10th? We were told in a variety of community meetings that the retail uses in this option would be on the "paseo" of the open central plaza.

RESPONSE NO. 9-56

Although retail uses would be accessed through the central courtyard, direct access from the sidewalk would be provided to a community-serving commercial use on 10th Avenue and to a retail/restaurant use at the corner of Washington Boulevard and 10th Avenue. As shown in Figures 1 and 2, which are contained in Response to Comment No. 6-3, areas along both Washington Boulevard and 10th Avenue would also provide direct access from the public sidewalk at the discretion of the retail operator.

COMMENT NO. 9-57

We have no objection to the adding of green space along the Washington Boulevard Corridor, but we wish to emphasize, again, that the proposed creation of a "pedestrian-oriented central gathering place" within the Project and near a "newly greened Washington Boulevard" with an open-air plaza is not necessarily a landscape design in keeping with the character of the community (as it seems more suburban than new urbanist, but in any case is not present as an actual design element in this DEIR evaluation.)

RESPONSE NO. 9-57

The "greened Washington Boulevard" reference on page IV.A-26 of the Draft EIR applies to street trees and perimeter landscaping that would be provided under Option A and Option B. These are presented as project design features, which as components of a project may or may not refer specifically to "design elements."

COMMENT NO. 9-58

The DEIR authors aver that "the project's contemporary urban style and form and modulated design of the building heights as well as the high quality architectural materials and mix of colors to be used would create visual contrast and interest" (page IV.A-26) and/or "vitality" (page IV.A-27). There is no design, modulated or otherwise, no materials list, no colors description -nothing in this record would permit such a declaration, since no design has been presented.

RESPONSE NO. 9-58

The design of Option A and Option B is generally depicted in the drawings provided in Section II, Project Description, of the Draft EIR. Specific elements of design, including materials and color lists, are determined during Site Plan Review. Under Site Plan Review, the Planning Director has the authority to require that the project meet the intended design standards stated in the Draft EIR. However, please see Figures 14 through 21, which are contained in Response to Comment No. 8-2. These figures depict the street-view elevations of the project and adjacent uses from all four cardinal directions (north, east, south, and west) for Option A and Option B.

COMMENT NO. 9-59**Design Alternatives**

To the extent that design schematics have been presented, all options and alternatives seem to be exploring the same general site plan, e.g., one large building running east to west on the southerly portion of the site, one building at the corner of 10th Avenue and Washington Boulevard running north to south, and one building on the west side of the site, also running north to south. Perhaps not coincidentally, that is the same configuration as the current set of three building masses, designed in the early 1960s. Was there no other possible configuration for the 21 st century? Can there be a project that achieves the Project Goals with, say, two buildings on the campus? Or four?

RESPONSE NO. 9-59

The Draft EIR evaluates the project as envisioned by the Applicant. The layout is based on a site plan deemed feasible and workable by the Applicant. In the Draft EIR, alternatives to the Applicant's basic layout would be based on the potential for significant environmental impacts associated with the layout, and not on the interest of the community to consider more variety or a change in design not associated with a potentially significant impact.

As indicated in Response to Comment No. 9-32, the intent of alternatives is to reduce the significant impacts of a project. As concluded in Chapter IV of this document, with the incorporation of project design features, Option A would result in significant unavoidable indirect impact to an adjacent historic resource, a significant unavoidable aesthetic impact due to the obstruction of a valued resource, a significant unavoidable aesthetic impact to the transportation system, and libraries as well as air quality and noise impacts during construction. Option B would result in significant unavoidable impact to the transportation system and libraries, as well as air quality and noise impacts during construction. Therefore, alternatives were designed to reduce these significant impacts.

COMMENT NO. 9-60

Last but not least: it would have been helpful to both City staff reviewers and the public if all site plans and schematics (current/existing, Option A and Option B, etc.) had been presented at the same scale, so that one could easily compare and contrast the various versions of the proposal on the site.

RESPONSE NO. 9-60

Additional figures have been provided to facilitate the understanding of Option A and Option B. These graphics, including Figures 3 through 4 contained in Response to Comment No. 6-3, Figures 12 and 13 contained in Response to Comment No. 8-2, and Figures 22 and 23 contained in Response to Comment No. 8-8, present same-scale elevations, three-dimensional drawings, and site plans for Option A and Option B. However, as previously noted, these drawings do not change the evaluation or conclusions of the Draft EIR.

COMMENT NO. 9-61

Land Use and Zoning

WAHA objects to the idea that, if a project receives all of its requested entitlements, then it is deemed "consistent with the applicable regulatory framework relative to land use." For purposes of CEQA, one must evaluate a project against existing land use requirements, including POLICY STATEMENTS in the West Adams-Baldwin Hills-Leimert Park Community Plan, its related Community Design Overlay (CDO) (which is not even mentioned in the DEIR), the City's General Plan Framework, and other broad land use initiatives. The fact that a Project Applicant is requesting changes to and/or variations from the zoning designations, height district designations, height transition rules and so on does not make it currently consistent.

RESPONSE NO. 9-61

The evaluation of consistency with adopted land use plans provided in the Draft EIR determined that Option A and Option B would be substantially consistent with applicable policies. The comparison of Option A and Option B with plan policies also identify potential inconsistencies. As discussed in the Draft EIR (page IV.D-14), impacts on the environment pursuant to CEQA ordinarily focus on changes in the physical environment. In itself, an inconsistency between a project and a plan is a policy or legal determination rather than a physical impact on the environment. In this regard, the Draft EIR determined that Option A and Option B would not result in a significant land use compatibility impact since these options would not substantially and adversely change the existing relationships between numerous land uses or properties in the neighborhood or community (Draft EIR, page IV.D-63).

With regard to the Community Design Overlay, while there is not a specific Community Design Overlay (CDO),⁹ the West Adams-Baldwin Hills-Leimert Community Plan Appendix A is

⁹ A CDO is proposed for this area but has not yet been adopted.

entitled Community Plan Design Overlay District Guidelines and Standards. As stated in Appendix of the Community Plan, “the guidelines and standards implement the urban design goals and policies contained in Chapter V of the West Adams-Baldwin Hills-Leimert Community Plan” (page A-1 of the Community Plan). Similar to the introduction in the Design Guidelines and Standards, the introduction to Chapter V "Height and Building Design" policies states: “The mass, proportion of all new buildings and remodels shall adequately address pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Building materials shall be employed to provide relief to bland, untreated portions of exterior building facades. The purpose of these provisions is to ensure that building walls are designed to complement the surrounding neighborhood, and create a stable environment with a pleasant and desirable character” (page V-3). Respective Chapter V policies include the following: (1) No placement of structures exceeding 30 feet in height within 15 feet and 30 feet of front and rear property lines, respectively; (2) Maximized area devoted to transparent building elements, such as windows and doors, on front facades. However, facades facing rear parking areas, shall limit such transparent elements to at least 20% of the frontage. (Commercial Only); (3) The use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades; (4) Accenting, complementary building materials on building facades; (5) Maximized applications of architectural features or articulations on building facades; (6) Use of architecturally untreated facades for signage; (7) Mechanical and electrical equipment screened from public view; (8) All rooftop equipment and building appurtenances screened from public view.

Applicable Chapter V policies are presented and evaluated in the Draft EIR, Table IV.A-2, pages IV.A-48 through IV.A-54. As discussed therein, features of Option A and Option B, including landscaping, streetscape features, street trees, building setbacks, display windows along 10th Avenue and Washington Boulevard, varying architectural detailing along long building frontages to provide a visually appealing building façades, differentiation (setbacks, different use of materials) of the Option A and Option B's various stories, articulated recesses, and shielding of mechanical equipment, enclosed trash areas, structure parking (in lieu of surface parking lots), complementary building materials among Option A and Option B's components and along all frontages, would be consistent with the Community Plan's visual identity, continuity of streetscape, and pedestrian activity policies. Consistency with Chapter V policies would indicate consistency with the Overlay District Guidelines and Standards to “promote a stable and pleasant environment, with desirable character, for the residents and users of the community.”

COMMENT NO. 9-62

In any case, one of the abiding edicts in the Framework, the Community Plan and the CDO is an admonishment that new buildings and development projects should be compatible with the character of the established neighborhood. Indeed, the Community Plan requires that projects "seek a high degree of architectural compatibility and landscaping for new and infill development to protect the character and scale of existing residential neighborhoods."

RESPONSE NO. 9-62

As discussed in Response to Comment No. 9-39, Option A and Option B are mixed residential/commercial uses that would be located on an existing, large commercially-zoned property. Development of the project site does not represent infill development, or new development within a residential neighborhood. At present, the residential uses to the south face a 19-foot-high blank concrete wall and trash containers associated with the existing strip mall on the project site. By comparison, the interface of the proposed mixed use with the existing residential neighborhood would not be considered a detrimental change architectural compatibility. In addition, buildings interfacing offsite residential uses would not dominate or overshadow the adjacent residential neighborhood. Figure 24 demonstrates that Building B (Option A) and Building 2 (Option B) would be visible above the existing residential buildings on 21st Street, as viewed from the public street (see Response to Comment No. 8-13). However, the tower component under Option A would be barely visible. Also, as shown in the simulation, Building B (or Building 2 under Option B) would not encroach in a manner that would adversely affect the character and scale of the adjacent residential neighborhood.

COMMENT NO. 9-63

The DEIR land use chapter purports to describe existing land use patterns and designations, and to determine whether the Project is compatible with surrounding uses. But its brief introductory description (page IV.D-3) completely excludes any reference to the historic character of the surrounding land uses to the north, east and south of the Project. It also fails to reference the City's mandate that there is a need to preserve not just established single family neighborhoods (page IV.D.6) but also stable multi-family neighborhoods (Framework Overview, Multi-Family Residential section).

RESPONSE NO. 9-63

Please refer to Section IV.C, Historic Resources, and Response to Comment Nos. 9-12, 9-18, and 9-20, regarding the historical character of the surrounding community. Regarding the impact of the

project on stable neighborhoods, as discussed in Response to Comment No. 9-62, Option A and Option B would be located entirely within a large existing commercial site. These options would not encroach into any residential neighborhoods or cause the removal of any housing from existing, stable residential neighborhoods. As such, Option A and Option B would not cause the loss of such neighborhoods.

COMMENT NO. 9-64

The DEIR references as an issue identified in the Community Plan the "intrusion of incompatible, higher density residential and commercial uses in lower density established residential areas" (page IV.D-6-7) but fails to identify the same problematic issue of an oversized, over-bulked development adjacent to and towering over a residential area. Similarly, the DEIR authors make note of the general issue of "inadequate transition between commercial and residential uses" but fail to acknowledge that this Project itself appears to have inadequate transitions -so much so that the Applicant seeks a variation from the Community Plan's transition rules.

Those rules, as stated in the West Adams-Baldwin Hills-Leimert Park Community Design Overlay (West Adams CDO), are quite clear:

Height

"1. No portion of any structure located in any C Zone shall exceed more than 30 feet in height within 15 feet of the front property line.

2. Transitional Height Ordinance limits heights as follows:

- 25 feet within 49 feet of residential zoning
- 33 feet between 50 and 99 feet ·

61 feet for 100 feet and over"

Option A is inconsistent with these rules, and it appears as if Option B's southerly building also fails to meet these transition rules (although, since actual measured elevations have not been included in the DEIR it is not possible to know for certain.) Applicant states at one point in the DEIR that a request to change the height district would make the Project consistent with land use requirements, but given these transition requirements that is clearly not the case. If the City grants relief from these requirements, the lack of transition from the adjacent residential zone is still a

significant impact that must be mitigated, and is inconsistent with the letter and the intent of the CDO.

Astonishingly, the West Adams Community Design Overlay is not even mentioned in the DEIR. That gap is a major flaw in this environmental document, as well as the Project concept itself. The West Adams CDO specifically states:

"DESIGN GUIDELINES AND STANDARDS FOR COMMERCIAL AND INDUSTRIAL PROJECTS HEIGHT AND BUILDING DESIGN

"The following design guidelines and standards shall be applicable to all new and remodeling commercial projects located in any C Zone" -noting the use of the word "shall," a legal term that does make it a requirement that must be followed.

The CDO continues, "The mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Building materials such as brick, stone, metal, glass, tile or any similar material shall be employed to provide relief to bland untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character."

The subject Project fails to meet several of these regulations. It is not conceived at a pedestrian scale. And, it has not been designed in harmony with the surrounding neighborhood. Thus, it is inconsistent.

RESPONSE NO. 9-64

The Draft EIR acknowledges the need for General Plan Amendment, zone changes, and other entitlements, as discussed in Chapter II, Project Description, pages II-27 and II-28 of the Draft EIR, and in Section IV.D, Land Use, of the Draft EIR. (As indicated in Response to Comment No. 8-13, the City has determined that a Transitional Height Adjustment is not required for the project as the transitional height ordinance only applies when a C or M zone is adjacent to an RW or more restrictive zone.) The need for such entitlement contributes to the requirement for the preparation of this Draft EIR. Such entitlements are primarily administrative in character and may not necessarily result in significant environmental impacts. The Draft EIR determined that, in balance, the entitlements required for the development of Option A and Option B would not result in incompatibility with the character and density of the surrounding community or other significant

land use impacts. Please refer to Response to Comment No. 6-3 regarding pedestrian amenities, such as street trees, pedestrian lights, access, landscaping, and the interaction of Options A and Option B with the adjacent roadways and sidewalks.

With regard to the Community Design Overlay, please see Response to Comment No. 9-61 for a detailed discussion of Appendix A of the Community Plan.

COMMENT NO. 9-65

The CDO also states, "The intent of the Design Guidelines and Standards is to promote a stable and pleasant environment, with desirable character, for the residents and users of the community. These guidelines and standards ensure that new development or alterations/remodels to existing structures, make an aesthetic contribution to the built environment, provide public amenities, and increase neighborhood identity within the West Adams-Baldwin Hills-Leimert Community Plan area. In commercial corridors, the objectives of these guidelines and standards is to provide and maintain visual continuity of the streetscape and to create an environment that encourages pedestrian and economic activity."

The subject Project does not increase neighborhood identity (and may detract from it), does not provide or maintain visual continuity of the streetscape, and does not create an environment that encourages pedestrian activity on Washington Boulevard. Thus, it is inconsistent.

RESPONSE NO. 9-65

Please see Response to Comment No. 9-64 regarding the design guidelines. Please refer to Response to Comment Nos. 6-3 and 8-2 regarding pedestrian amenities.

COMMENT NO. 9-66

Moreover, the West Adams Community Plan requires that "Structures shall be oriented toward the main commercial street where a parcel is located," locating "retail and commercial service uses along frontages of commercial developments" and "providing front pedestrian entrances for businesses fronting on main commercial streets." Option A is, instead, oriented toward an interior-to-the-site paseo/plaza, with retail storefront uses facing toward the plaza. Option B is envisioned as containing two "big box" retailers who are unlikely to have major commercial street egress, and is not envisioned currently as having a series of smaller retail stores facing Washington Boulevard or 10th Avenue. The Project is inconsistent with these elements.

RESPONSE NO. 9-66

Please refer to Response to Comment No. 6-3, Figures 1 and 2 regarding pedestrian access and locations along the project frontages that would be directly or potentially accessed from the public sidewalk.

COMMENT NO. 9-67

Land Use Consistency and Compatibility

As discussed above, for purposes of CEQA, the determination of a project's land use impacts are handled on a case-by-case basis, whereby the project is evaluated regarding its consistency or inconsistency with ANY adopted land use designation, policy or goal, and whether or not there are secondary impacts to surrounding land uses that could result from implementation of the proposed project. It seems clear that there could be secondary impacts when a massive, over-bulked, multistory building looms over an existing character residential neighborhood of one-and two-story homes.

The Project conflicts with these applicable adopted land use policies.

Framework Elements

The Framework Element of the General Plan, which sets forth a citywide comprehensive long-range growth strategy and defines citywide policies, includes chapters on land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Although the Framework obviously does not supersede the specificity of a Community Plan, WAHA's view is that its policies and objectives govern, and not just guide, land use decisions.

RESPONSE NO. 9-67

The comment does not raise specific issues evaluated in the Draft EIR. It is noted in the Draft EIR that Option A and Option B are not entirely consistent with land use designations of the Framework Element of the General Plan. However, the juxtaposition of mid- and high-rise commercial and residential uses with low-rise residential uses is a common land use pattern along major highway corridors throughout the City and allowed under existing General Plan Framework and Community Plan land use policies. The proposed development is consistent with the goals of the General Plan Framework to provide mixed-use in commercial zones to increase the City's housing supply and to support growth closer to the Los Angeles downtown center. In addition, Option A and Option B are

consistent with SCAG's more recent 2008 Regional Transportation Plan and Compass Blueprint Plan, which encourage intensification of development in areas most accessible to existing transportation systems, freeways, and city centers. Option A and Option B would also be consistent with the objectives of the Los Angeles Community Redevelopment Agency's Mid-City Recovery Redevelopment Plan for the Washington Corridor to bring economic growth and upgrading to an area currently determined to be blighted.

COMMENT NO. 9-68

The DEIR authors pick and choose among various Framework elements to find those they contend proves the subject Project is Consistent, and thus in that scenario there is no significant impact. WAHA objects to this approach, because the DEIR authors simply ignore other goals and objectives that do not support the Project.

RESPONSE NO. 9-68

The determination of land use significance is based on the physical effects of Option A and Option B and not on its consistency or inconsistency with plan policies. As discussed above, the determination of consistency or inconsistency with an adopted land use plan is administrative in nature unless the inconsistency would result in a significant physical impact (see Draft EIR, page IV.D-14). The determination that Option A and Option B would not result in a significant land use impact is based on the determination that the project would not substantially and adversely change the existing relationships between numerous land uses or properties in a neighborhood or community.

COMMENT NO. 9-69

In any case, the DEIR authors call out Framework Goal 3C, "multi-family neighborhoods that enhance the quality of life for the City's existing and future residents" without noting the language in the just-prior paragraph:

"It is the intent of the Framework Element to maintain existing stable multi-family residential neighborhoods. In those stable neighborhoods characterized by a mix of densities and dwelling types, permitted densities may be reduced to levels consistent with the character of the entire area in order to minimize impactsand/or maintain or enhance residents' quality of life."

The Framework mentions this goal more than once: "The City's 'stable' single-and multi-family residential neighborhoods represent significant assets whose character and quality merit protection." (Land Use chapter, 3-1)

The Land Use chapter of the Framework also states that, for multi-family projects, "densities may be adjusted to achieve neighborhood stability and quality of life." This Project proposes a residential density of between 43 and 70 units per acre (Option B versus Option A), in addition to the commercial uses. Adjacent residential uses are developed primarily with single family homes (construction type), some single family homes later divided into small multi-family buildings, and small original multi-family duplexes and fourplexes. The Project, as proposed, does not meet -and is in conflict with -the Framework objective of adjusting density to achieve neighborhood stability and quality of life.

RESPONSE NO. 9-69

Option A and Option B are mixed use projects that would be located entirely within a large, existing commercial property. The property is currently developed with a commercial shopping center and large surface parking lot. Option A and Option B would not be located within any residential zones or require the disruption or elimination of any existing residential uses. The back wall of Option A and Option B would comprise two stories of parking in a decorative parking structure, approximately the same height as the existing 19-foot-high blank concrete wall facing the residential neighborhood to the south. Under both Option A and Option B, the uses above the parking levels would be residential. Trash receptacles would be enclosed, unlike existing conditions in which open trash receptacles associated with the existing grocery store are located to the south of the existing concrete wall and nearer to the residential uses. The existing access driveway to the residential uses and 30-foot setback of the project's south building would ensure adequate setback between the project and offsite uses to the south. As shown in Figure 24, which is contained in Response to Comment No. 8-13, the proposed project would not overwhelm, disrupt, or cause other physical changes that would destabilize or adversely impact the quality of life of the adjacent residential neighborhood and its residents.

COMMENT NO. 9-70

Framework Element and Historic Resources

Finally, the City's General Plan Framework values historic preservation, noting that:

"It is the intent of the General Plan Framework to preserve the historical and architectural heritage of Los Angeles....Goal 3M, A City where significant historic and architectural districts are valued."

Qualified historic preservation professionals have identified the Stiles and Robert Clements-designed Atomic Age "Googie" coffee shop as being an historic resource. The DEIR dismisses that identification, but WAHA agrees with the other historians' assessments. The structure is one of the few (if not the only) such buildings of this style and occupancy/use designed by Stiles Clements, a noted master architect. It is also the only "Googie" building extant in the Historic West Adams District. The structure should be incorporated into the proposed development, an alternative that would also afford the Applicant the ability to bring the entire Project forward to the street with a pedestrian-friendly orientation, and, because the original building footprint would remain, the Applicant would also regain site square footage that otherwise would be lost to street dedications.

Moreover, the adopted West Adams Community Plan includes this statement: "Encourage the preservation, maintenance, enhancement and adaptive reuse of existing buildings in commercial areas through the restoration of original facades and the design of new construction which complements the old in a harmonious fashion, enhancing the historic pattern." WAHA believes that the incorporation of the coffee shop into a new Project would help achieve this policy goal.

RESPONSE NO. 9-70

Please refer to Response to Comment Nos. 9-10 and 9-11 for a discussion regarding historic resources. As discussed therein, the "Googie" restaurant does not constitute a historical resource as the structure has been substantially altered. As the visual value of the resource is related to its historical significance, no additions or corrections to Section IV.A, Visual Resources, of the Draft EIR, regarding this building, are necessary.

COMMENT NO. 9-71

Qualified historic preservation professionals employed by the City of Los Angeles have also identified several residential clusters surrounding the subject site as historic districts, and those district identifications were adopted and incorporated into the West Adams-Baldwin Hills-Leimert Park Community Plan in 1990. Contributing structures were individually identified, characterized as to their architectural style, and evaluated for level of significance. One of the three small clusters near the subject site, the Arlington Heights Extension Neighborhood District, was identified as eligible for the National Register.

The DEIR fails to mention this Historic Resources report, and by inference the Applicant is unaware of its findings. And as a result the Project fails to achieve Goal 3M by negatively impacting the identified Arlington Heights district(s), by not meeting Secretary of Interior Standards or other guidelines for infill projects in its design, massing, scale, setbacks, height, lot coverage, etc. (More detailed discussions of the historical and cultural resources setting are to be found in the related WAHA comment letter prepared by my colleague, Mitzi March Mogul.) The Project conflicts with this applicable adopted land use policy.

RESPONSE NO. 9-71

Potential historic districts were discovered during a windshield survey by Myra L Frank & Associates Inc., and Leslie Heumann & Associates in 1990, and appended to the West Adams-Baldwin Hills-Leimert Park Community Plan. The potential districts include Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension Neighborhood District. The proposed project site and the neighborhood adjoining the property to the south including the 4000 block of W. 21st Street and W. 22nd Place, were not included in any of the above potential historic districts. The potentially eligible Arlington Heights Extension Neighborhood District is located on Bronson Avenue, 12th Avenue, and S. Norton Avenue, north of the commercial parcels located along Washington Boulevard. While the potential Arlington Heights Extension Neighborhood District is located near the proposed project site, it is not indirectly impacted by the proposed project.

COMMENT NO. 9-72

Traffic, Parking and Circulation

Traffic and circulation has become an important issue throughout urban Los Angeles, and this setting certainly poses some important potential dilemmas.

The DEIR authors make note that several streets and intersections, notably the intersection of Crenshaw and Washington Boulevards, are already choked with traffic, a situation that not only will be exacerbated by this Project, but also one that cannot be mitigated, according to the DEIR. Arlington Avenue is also already a street that local residents tend to avoid, due to its ever-present congestion.

During the scoping meeting and subsequent comment period, the City received numerous comments regarding concerns that, once the new school opens at Washington and 3rd Avenue, the current traffic situation will worsen, and yet we don't see a discussion that would indicate that the authors of this DEIR read or evaluated the previous LAUSD-prepared EIR and traffic study related

to that school. During the course of LAUSD's certification of that EIR, the LAUSD Board voted to revisit the traffic study and potentially alter its findings and mitigations once the school opens. Will the decisionmaker in this case agree to do the same?

RESPONSE NO. 9-72

The Traffic Study, which is contained in Appendix E and is summarized in Section IV.G, Transportation/Circulation, of the Draft EIR, provides an analysis of the potential traffic impacts that would result from the development of the proposed project Options A or B. Table IV.G-2 of the Draft EIR provides a summary of existing conditions at the 16 study intersections. Tables IV.G-7 and IV.G-8 provide the projected future traffic conditions at the study intersections under Option A and Option B, respectively. As discussed in Section IV.G, Option A and Option B would result in a significant and unavoidable traffic impact at the intersection of Washington Boulevard and Crenshaw Boulevard during the AM peak hour. Option B would also result in a significant and unavoidable impact at Venice Boulevard and Crenshaw Boulevard during the PM peak hour.

With regard to the proposed school at Washington Boulevard and 3rd Avenue, Section III, General Description of Environmental Setting, provides a discussion of the cumulative analysis that is required by CEQA. Table III-1 and Figure III-1 of the Draft EIR provide the list of 31 related projects that were analyzed in the cumulative analysis in the Draft EIR. As indicated in Table III-1 and on Figure III-1, the proposed school at Washington Boulevard and 3rd Avenue is analyzed as part of the cumulative scenario (see Related Project No. 3). The scope of the traffic analysis for the proposed project (Option A and Option B) was developed in consultation with the Los Angeles Department of Transportation (LADOT) to identify the assumptions, technical methodologies and geographic range for the study. The LADOT reviewed the Traffic Study and found the assumptions, methodology, analysis, and conclusions contained within the Traffic Study to be accurate. Therefore, evaluation after completion of the project is not warranted. The comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-73

Chief among the concerns in both situations is the residents' view that the local "interior" streets (6th Avenue and 10th Avenue, both of which travel over the 1-10 freeway; and 21st and 23rd Streets from east at Arlington west to Crenshaw) will be utilized by drivers to avoid the congestion on Washington, Arlington and the intersection at Crenshaw and Washington.

Unfortunately, the DEIR did not even explore or evaluate this potential (and current) cut-through traffic situation. This is a major oversight and the DEIR is inadequate relative to this. There

already is neighborhood-intruding traffic. Residents in Arlington Heights are so concerned about the current and potential impacts that they actually attempted to do some traffic counting themselves, to draw attention to this gap in the DEIR.

RESPONSE NO. 9-73

As indicated in Response to Comment No. 7-8, the scope of the traffic analysis was expanded to include an analysis of residential street segments in response to concerns raised at the scoping meeting for the proposed project. The residential street traffic analysis was conducted to determine the potential residential traffic intrusion impacts on the two roadway segments expected to be most heavily impacted by project traffic: 10th Avenue, south of 23rd Street, and 21st Street, east of 10th Avenue.

The results of the residential street impact analyses are contained in the Traffic Study, which is provided in Appendix E of the Draft EIR, and are summarized in Section IV.G, Transportation/Circulation, of the Draft EIR. Please see Tables IV.G-9 and IV.G-10 of the Draft EIR for summaries of the results for Options A and B, respectively. The trips generated under Option A would result in less than significant impacts to the residential street segments analyzed. Under Option B, a significant impact is projected for the street segment of 10th Avenue, south of 23rd Street, however the residential traffic intrusion impact along 21st Street, east of 10th Avenue, is expected to be less than significant. Mitigation Measure G-16 is recommended in order to reduce the significant impact to the residential street segment to a less than significant level. Mitigation Measure G-16 requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT.

With regard to the portion of the comment regarding traffic counts taken by residents in Arlington Heights, please see Letter 11. More specifically, please see Response to Comment No. 11, which addresses the data submitted by the neighborhood. The comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-74

WAHA understands that LADOT discouraged (or refused) the inclusion of this topic in the traffic studies. LADOT had no policy right to undo the Community Plan's stated policies on this subject:

Policy 7-1.3 -"Discourage non-residential traffic flow for streets designed to serve residential areas only, by the use of traffic control measures. Program: (TIMP). The Plan supports the use of Residential Neighborhood Protection Plans to relieve congestion on collector streets that are expected to experience traffic congestion by the year 2010."

Policy 7-2.1 -"No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project. Program: Require a decision maker to adopt a finding which addresses this factor as part of any decision."

How exactly does the Project intend to identify and mitigate the potential impacts of neighborhood-intrusions/ cut-through traffic? Have any conversations with residents in Arlington Heights occurred, and does the Applicant have some mutual agreement on mitigations (be they speed bumps, curb bump-outs, no right turn signs) such that they can be entered into the Final EIR as both an impact and then a mitigation? If such mitigations are not included in the environmental document, they may not be adopted as conditions for a later Conditional Use Permit or other entitlement, according to current stated City policy. WAHA is aware that the DEIR mentions a future mitigation fund. But without the overt statement that cut-through traffic is an impact that must be mitigated, no mitigations can be adopted.

RESPONSE NO. 9-74

As indicated in Response to Comment No. 7-8, the Traffic Study contained in Appendix E of the Draft EIR, which is summarized in Section IV.G of the Draft EIR, includes an analysis of the project's residential traffic intrusion impacts. As indicated in Section IV.G of the Draft EIR, Option B would result in a significant traffic impact to the residential street segment of 10th Avenue, south of 23rd Street. Mitigation Measure G-16 is recommended to reduce the impact to a less than significant level. Mitigation Measure G-16 would fund the type of program suggested by the commenter. As indicated in LADOT's review letter of the traffic study dated September 4, 2009 and included in Appendix E of the Draft EIR, the exact measures to be included in the neighborhood traffic intrusion reduction program will be decided upon with the neighborhood residents. The LADOT letter indicates that non-restrictive traffic calming measures should be implemented. Non-restrictive traffic calming measures may include, but are not limited to, traffic circles, speed bumps, roadway narrowing effects (raised medians, traffic chokers, etc.), landscaping features, roadway striping changes, and stop sign pattern.

Because Option A and Option B are not anticipated to result in significant and unavoidable impacts on local streets and would not result in other indirect significant and unavoidable traffic impacts, such as cut-through traffic, Option A and Option B would not cause local residential neighborhoods

to be less “livable” as a result of traffic on local residential streets. Therefore, with respect to this issue, Option A and Option B would be consistent with this policy of the Framework Element.

COMMENT NO. 9-75

As residents have noted in DEIR responses elsewhere, another current impact on traffic flow is the significant amount of pedestrian foot traffic related to the current (and future) school uses. As pedestrians cross the street at 10th Avenue and Washington, 6th Avenue and Washington (and in the future, 4th Avenue or 3rd Avenue and Washington), vehicular traffic finds itself with nowhere to go. During morning rush hour currently, there are literally hundreds of pedestrians in these intersections, blocking vehicles attempting to turn onto Washington Boulevard.

RESPONSE NO. 9-75

Based on City of Los Angeles traffic impact analysis standards, which are considered adequate to identify all significant project traffic impacts, Critical Movement Analysis (CMA) was used to evaluate traffic operations at the study area intersections. The CMA methodology adopted by the City utilizes a conservative (lower-volume) set of traffic volume capacities for signalized intersections, when compared with other traffic analysis methodologies. These lower-volume capacities account for, among other factors, the effects of pedestrian interference with vehicle turning movements in urbanized areas.

COMMENT NO. 9-76

A suggestion has been made that the Project Applicant should be required to add a traffic control light at 12th Avenue and Washington (where the Project's new egress will be placed in Option B, and should be placed in Option A as an alternative). That mitigation should be explored.

RESPONSE NO. 9-76

As described in Section II, Project Description, and in Section IV.G, Transportation/Circulation (page IV.G-34) of the Draft EIR, under Option B a traffic signal would be installed at the intersection of Washington Boulevard with 12th Avenue/Project Driveway. Installation of a traffic signal at this location was justified based on a preliminary traffic signal warrant analysis performed for this location (see Appendix G of the Traffic Study contained in Appendix E of the Draft EIR). The westernmost project driveway under Option A would be located across from 12th as shown in Figure II-3 of the Draft EIR. A traffic signal warrant analysis was performed for this location under

Option A as part of the Final EIR. The analysis indicated that a traffic signal would not be justified under Option A. Therefore, under LADOT policy, a traffic signal would not be permitted.

COMMENT NO. 9-77

Another idea worth exploring is a new traffic signal pattern at 10th and Washington with an Exclusive Pedestrian Phase, where during one phase vehicles have red lights in all directions and pedestrians may cross the streets safely without interrupting traffic flow.

RESPONSE NO. 9-77

As indicated in Section IV.G, Transportation/Circulation, of the Draft EIR, Option A and Option B would result in less than significant impacts at the intersection of Washington Boulevard and 10th Avenue. Therefore, no mitigation measures, including the provision of exclusive pedestrian phasing, have been determined to be appropriate for this location. However, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 9-78

Conclusion

We should be clear, when we evaluate projects in the context of CEQA standards, we do so on the basis of express City policies and goals. We do not start from the proposition that just because an Applicant owns a parcel and has a big idea that we should simply ignore these sound standards, even if the proposed project may offer some short-term economic benefits (certainly to the owner but also to the surrounding neighborhood).

In this case, the big idea, as proposed, does not work well on the site and looms too tall on both the west (where it literally towers over the adjacent historic church) and the south, where it overwhelms the character neighborhood of two-story multi-family residences on 21st Street. The Applicant has completely failed to explore alternatives that would reduce the height and impacts on the southern portion and northwest corner of the site, while creating a pedestrian-oriented development along Washington Boulevard. Relocating the highrise building of Option A, for example, into the middle of the site could possibly achieve the Project goals while re-orienting the entire Project such that it reduces its impact on adjacent uses (although since that was not proposed as an alternative, WAHA reserves its rights to comment in the future if such an alternative is actually proposed).

RESPONSE NO. 9-78

The City does not concur with the statement that the Draft EIR has failed to explore alternatives that would address identified significant impacts. The aesthetics and land use analyses in the Draft EIR determined that, with the exception of the impact of the 18-story tower in Option A with respect to views of St. Paul's Church, the height and scale of Option A and Option B would not significantly impact adjacent land uses. Alternative C has been provided in the Draft EIR to address the impact of Option A on views of St. Paul's from Washington Boulevard. The presentation of additional alternatives to address less than significant impacts associated with land use computability, height, scale, and other impacts is not necessary.

COMMENT NO. 9-79

WAHA supports the idea of having a fairly large mixed use residential/commercial project on the subject site, provided that traffic and parking issues can be dealt with in an appropriate manner. It is one of the largest developable sites in the entire West Adams District, and a properly-conceived project could serve as a catalyst to revitalize Washington Boulevard and enliven the commercial corridor. However, as currently proposed, the Project conflicts with land use policy, particularly as it relates to design, siting, mass and scale, and it needs to go back to the drawing board to be reconceived to appropriately fit in to the context of this historic neighborhood.

Thank you very much for your consideration.

Cordially,

Eric Bronson,

On behalf of West Adams Heritage Association

RESPONSE NO. 9-79

The comment contains an opinion with regard to the redevelopment of the site. The City does not concur that Option A and Option B would substantially conflict with land use policy related to design, mass, siting, and scale, or that the surrounding neighborhood is historic in character. Therefore, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

LETTER NO. 10

Myrna Allen On Behalf Of
the Avenues Neighborhood Watch and Association
1615 6th Ave
Los Angeles, Ca. 90019

COMMENT NO. 10-1

I am writing on behalf of the Avenues Neighborhood Watch Association which serves the area from Crenshaw to Arlington and the 10 freeway north of Venice and Pico. This letter is part of the comments coordinated by the UNNC Planning and Zoning Committee. I am a stakeholder and resident for over 20 years in this area and active in community affairs. This letter is written in collaboration with other stakeholders in the community.

This letter will primarily address concerns regarding the Environmental Settings and is written with the approval and team of other resident stakeholders. The limited scope of this does not imply that the stakeholders agree with other findings or assertions regarding the DEIR or in this section.

RESPONSE NO. 10-1

The comment is introductory in nature with regard to the commentor and the scope of the letter. The comment does not include a specific comment regarding the contents of the Draft EIR. Responses are provided to each of the comments raised in the letter. Please see Response to Comment Nos. 10-2 through 10-10 below.

COMMENT NO. 10-2**Environmental Settings**

The description of the surrounding area is selective, misleading and inaccurate in its coverage. Without an accurate description of the existing surrounding community, and its history, there is little basis for evaluating this project on major issues such as historical impact, aesthetics, or community compatibility. It is necessary to have a description of the settings of selected buildings adjacent to 21st street [sic] and 10th Ave (Eg: the church to the West of us)[sic]and a brief description of the commercial sections, as many very important facts were omitted.

RESPONSE NO. 10-2

The City does not concur that important facts regarding the environmental setting were omitted from the Draft EIR. In accordance with Section 15125 of the CEQA Guidelines, the Draft EIR contains a description of the regional and local environmental setting. Section III.A, Overview of Environmental Setting provides a summary of the setting by issue area. Each section in Chapter IV of the Draft EIR contains a more detailed discussion of the setting by issue area. A description of the adjacent church to the west of the site is provided in detail in Section IV.C, Historic Resources, of the Draft EIR. In addition, the church is described in Sections IV.A., Aesthetics, and IV.D, Land Use and Planning, of the Draft EIR. Section IV.A and Section IV.D contain detailed descriptions of the surrounding uses.

COMMENT NO. 10-3

For example in several sections of this DEIR such IV.C Historic Resources state "the area began to transition to residential and commercial uses in the 1930's and 1940's." and then goes on to describe the surrounding neighborhood as aging with bars, and graffiti, and describing the residential building on 21 st street as "newer stucco" buildings. This inaccurate description suggests facts that are not supported with evidence.

A more accurate description of the community would include facts such as:

The project proposal is located in Arlington Heights, a community originally incorporated as a township in 1887 and later annexed by the city of Los Angeles. Historically, Arlington Heights extended from Pico Blvd to the north to Adams Blvd to the south and from the current Crenshaw Blvd or 10th Ave on the west to Arlington Blvd on the East. There are homes from the late 1800's, but the majority of the homes were built from 1905 to 1914 with a wave of buildings in the 1920's and again in the 1960's.

The southern portion of Arlington Heights, split off from the northern section by the freeway and is now known as the West Adams Avenues neighborhood, and was designated as part of a historic district HPOZ in 2004. The northern portion of Arlington Heights was identified by qualified professionals as potentially eligible for designation as three historic districts in 1987, as part of a community plan update process, and in 2002 was initiated as an HPOZ (a process that was then never funded). More over, there have been recent periods of revitalization within the residential sections of Arlington Heights. This started in the 1980s with the renewed interest in historic preservation, and more recently with the recent housing boom, there was a heavy investment in revitalizing the neighborhoods. The commercial corridors lagged behind in the revitalization movement.

RESPONSE NO. 10-3

The comment provides a suggestion of a description of the community from a historic perspective. Section IV.C, Historic Resources, contains a description of the historic context of the area.

With regard to historic surveys completed by other professional historians, potential historic districts were identified during a windshield survey by Myra L Frank & Associates Inc., and Leslie Heumann & Associates in 1990, and appended to the West Adams-Baldwin Hills-Leimert Park Community Plan. The potential districts include Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension Neighborhood District. The proposed project site and the neighborhood adjoining the property to the south including the 4000 block of W. 21st Street and W. 22nd Place, were not included in any of the above potential historic districts. The proposed project site does not border any of the three mentioned potential historic districts nor any designated HPOZ's. While the potential Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension Neighborhood District are located near the proposed project site, they are not indirectly impacted by the proposed project. Please see Response to Comment No. 7-9 for a more detailed discussion regarding the survey.

COMMENT NO. 10-4

When describing the existing traffic patterns, this particular site proposes to use 10th Ave as an exit route. The existing three schools to the north of Washington Blvd impedes traffic circulation for the existing residential areas. From Crenshaw to 6th Ave, there are not any north bound streets that have a traffic light. The DEIR states the project area is well served by major and secondary highways, but access to all mentioned highways must be accessed through use of only one street, Washington Blvd. Any other access would have to circulate through residential neighborhoods; which is an option that is unacceptable to the current neighborhoods. The intersection at Washington and Crenshaw is rated an F intersection and the Arlington and Washington intersection is also rated substandard. Washington Blvd is listed and announced as being an alternate freeway in times of traffic backup on the 10 freeway.

RESPONSE NO. 10-4

The project trip distribution patterns were developed under the direction of the LADOT and are shown on Figures IV.G-4/IV.G-5 and Figures IV.G-8/IV.G-9 of the Draft EIR for Options A and B, respectively. The trip distribution patterns take into account the relative traffic flow and travel speeds on alternative routes surrounding the project site. The assignment of project-

related vehicle trips included 10th Avenue, to the south of the project, as well as arterial streets such as Washington Boulevard, Crenshaw Boulevard, and Arlington Avenue.

As shown in Figures 5(a), 5(b), 6(a) and 6(b) of the Traffic Study contained in Appendix E of the Draft EIR, 10 to 17 percent of the Project traffic was assigned to the Project-adjacent, north/south-aligned 10th Avenue, south of the Project site (the detailed assignment percentages vary depending on directionality, land use, and option). In the vicinity of the proposed Project driveways and at its intersection with Washington Boulevard, 10th Avenue was assigned greater proportions of Project traffic. Both intersection and street segment impacts were analyzed along the north/south-aligned 10th Avenue, between Washington Boulevard and Adams Boulevard, in the Traffic Study.

As indicated in Section II, Project Description, Under Option B a traffic signal would be installed at the intersection of Washington Boulevard and 12th Avenue/Project Driveway. The provision of this traffic signal control would facilitate traffic flow to and from the main project access point under this option. A traffic signal at the intersection of Washington Boulevard and 12th Avenue/Project Driveway is not proposed under Option A as a traffic signal would not be warranted due to insufficient traffic volumes projected to exit the project driveway at that location. Please see the Option A traffic signal warrant analysis provided in Appendix B of this Final EIR.

Table IV.G-2 of the Draft EIR provides a summary of existing conditions at the 16 study intersections. Tables IV.G-7 and IV.G-8 provide the projected future traffic conditions at the study intersections under Option A and Option B, respectively. As discussed in Section IV.G, Option A and Option B would result in a significant and unavoidable traffic impact at the intersection of Washington Boulevard and Crenshaw Boulevard during the AM peak hour. Option B would also result in a significant and unavoidable impact at Venice Boulevard and Crenshaw Boulevard during the PM peak hour.

COMMENT NO. 10-5

The description of the existing project states that low levels of existing light do not spill over the property line. This description, again, does not extend further East than 10th Ave. In the evening, the "low level" light from the current commercial site is sufficient to light up the western sky to the west. From 8th Ave, we can see the car lights as they enter and leave the parking lot and also watch pedestrians enter and exit the current grocery store, whose interior lighting is clearly visible from 8th Ave. One can only imagine the impact of a 205 foot tower of residential windows facing east. How can that lighting be described as having no impact on the existing community?

RESPONSE NO. 10-5

As indicated in Section IV.A, Aesthetics, of the Draft EIR, the project site lies within a highly urbanized area, characterized by medium to high ambient nighttime artificial light levels. Also, as indicated in Section IV.A of the Draft EIR, “light sources on the project site include exterior security lighting, including light poles located in the surface parking areas, which generate low levels of nighttime lighting. Interior lights from the commercial uses do not spill-over beyond the property line. The majority of the signage is not lighted but the signage that is lighted does not spill over on the surrounding roadways or adjacent light sensitive uses (residential uses)” (see page IV.A-14). Light spillage, as discussed in the Draft EIR is different from the visibility of a light source. The comment describes light that can be seen by the viewer. However, light spillage is the degree to which lights increase illumination, in terms of foot-candles, at an off site location. For instance, the LAMC prohibits signage that would increase illumination by 3 foot-candles at the property line of the nearest residential use. The ambient light from the existing project site, light that is visible through windows or open doors, and the downward directed parking lot lights do not substantially increase foot-candles at off site locations and, therefore, are accurately described in the Draft EIR. The upper stories of Option A and Option B would be occupied by residential uses. Again, light that is visible in the windows of occupied units during the evening hours would increase ambient lighting to some degree. However, the nature of such interior light is that, although it would be visible, it would not substantially increase foot-candles at off site locations. Since Option A and Option B would not contain a large, open parking lot, and the central courtyard would be substantially screened by the proposed residential structures, point source light under Option A or Option B may be less visible than under existing conditions.

COMMENT NO. 10-6

The Western view from 8th Ave includes the Century City Twin Towers set against the backdrop of the Santa Monica Mountains. If the height of the existing buildings on this project site are increased more than 10 fold, the summer sunset behind this massive building will be hours earlier and the remaining view to the West will be a massive wall of windows.

RESPONSE NO. 10-6

Option A and Option B would not substantially affect sky views from 8th Avenue. In this regard, please refer to Figure 24 contained in Response to Comment No. 8-13. Figure 24 shows the effect of Option A on public views from 21st Street. As shown in Figure 24, because of the intervening buildings and distance of the buildings from 21st Street, the tallest structures would not substantially impede public views of the sky to the north. Since 8th Street is farther from the project site than 21st Street and behind two sets of buildings (buildings facing 8th Avenue and buildings facing 10th

Avenue), the project would be less visible from 8th Avenue than the structures shown in Figure 24. Therefore, Option A and Option B would not significantly affect views of the sky from 8th Avenue and further discussion or evaluation of this issue in the Draft EIR is not necessary.

COMMENT NO. 10-7

With regard for air quality in the area, the CARE and other agencies have recommended that building for sensitive sites should not occur within 500 feet of freeways. It seems reasonable that that might include restricting building above existing height levels along Washington Blvd. There was no study done of pollution of local microclimate as taller buildings may create micro climates and trap freeway pollution within existing communities. The average increase in the entire area may be 1-2 percent which may be insignificant to the over all pollution of the area. The local surrounding community, especially those between the freeway and the new development, are at increased cancer risk significantly more than 1-2 percent because of mass and heights of the new proposal. That was not studied. Existing community preservation is a high priority on existing community plans.

RESPONSE NO. 10-7

The comment is incorrect when inferring that construction of the project would result in stagnation of air flow on the leeward (downwind) side of the building. Based on numerous wind tunnel and computational fluid dynamic (CFD) simulations for similar projects, tall slab-like buildings, such as the proposed project, would tend to deflect wind downward and around the building resulting in increased wind speeds and turbulence at ground levels. The increase in ground level wind speed and turbulence would result in increased dispersion and mixing of roadway pollutants. Recent studies prepared by the USEPA demonstrate that pollutant concentrations at near-roadway receptors are actually decreased when building or structure wake effects are introduced¹⁰.

As mentioned above, ground level wind speeds in close proximity to the building may increase due to wake effects. Therefore, wind speeds within 1,000 feet of the leeward (downwind) side of the project site would be increased while wind speeds outside this region would be mostly unaffected. Therefore, construction of the project would not create localized increases in air pollution resulting from building wind effects.

Section IV.B, Air Quality, of the Draft EIR contains a localized CO hotspots analysis that demonstrates that localized mobile source CO emissions from the project would be less than significant. With the exception of localized impacts associated with CO emissions from motor

¹⁰ *The Effects of Roadside Structures on the Transport and Dispersion of Ultrafine Particles from Highways, USEPA Atmospheric Modeling Division, March 2007.*

vehicles, pollutants are generally dispersed throughout the air basin. As discussed in Section IV.B of the Draft EIR, localized CO levels (prior to dispersal) at the most impacted intersections (hotspots) in the project area are not currently at significant levels or projected to reach significant levels with the addition of traffic from Option A or Option B (calculations include cumulative development and ambient growth) (Draft EIR, pages IV.B-51, IV.B-52, and IV.B-55). Existing and potential hotspots were evaluated using the CALINE4 dispersion model developed by the California Department of Transportation. Calculations of existing and projected emissions are based on peak-hour traffic volumes and conservative meteorological assumptions, such as low wind speed, stable atmospheric conditions, and the wind angle producing the highest CO concentrations for each case. It is reasonable to assume that, if projected mobile emissions would not be at significant levels at their highest concentrations within the affected intersections, emission levels would not increase to a level of significance as a result of the project's taller buildings. Buildings would not contribute to mobile emissions and the project's buildings are substantially set back from each other so that air would move freely through the project site. In addition, taller buildings may also create the movement of air, such as convection currents, and increase dispersal. Since localized emissions were found to be less than significant, and the location of taller buildings along the public roadway would not cause more emissions than under the CALINE4 dispersion model, no further evaluation of this issue in the Draft EIR is necessary.

COMMENT NO. 10-8

The wastewater pipe on Adams Blvd. is currently running to capacity. There is no mention of any solution to that infrastructure deficit. Who pays for a larger or auxiliary wastewater pipe? Will that be an assessment on current property owners? This needs to be addressed within the DEIR and not during the permit process called for within this project.

RESPONSE NO. 10-8

Section IV.H.2, Wastewater, of the Draft EIR provides an analysis of the potential project impacts to the wastewater system. As indicated in Section IV.H.2, the wastewater line in Washington Boulevard and all lateral lines in the area outlet at the 21-inch pipe in Adams Boulevard to the south. As discussed by the Bureau of Sanitation (see Comment Letter No. 4), the 21-inch line in Adams Boulevard is estimated to be at capacity.¹¹ In this regard, the City's Bureau of Engineering has an approved Capital Improvements Project (CIP) to develop a 36-inch, 1.67-mile line as the Adams Relief Sewer. Completion of the Adams Relief Sewer is projected to occur in 2015. If the completion of Option A or Option B were to occur prior to the completion of the relief sewer

¹¹ *City of Los Angeles, Department of Public Works, Bureau of Engineering, Adams Relief Sewer Project Information Report (C233).*

project, alternative wastewater routing would need to be evaluated. Potential alternatives include routing the existing 8-inch line in Washington Boulevard to the existing line in Crenshaw Boulevard, which flows north and connects to the large-capacity Wilshire Hollywood Interceptor at Venice and San Vicente Boulevards. Diversion of the project's wastewater (or equivalent) to Crenshaw may be achieved through a gravity division at the Washington/Crenshaw connection, or may require the construction of a diversion gate at this location. The Applicant would be responsible for all new connection and construction costs. Although the Applicant would also be responsible for the connection of any new lines to a sewer main with adequate capacity, it is not anticipated that Option A and Option B would require the construction of new lines.

COMMENT NO. 10-9

There is a major inconsistency in the area of parks and recreation. The Environmental Settings sections states the area is served by the Pacific region of the LADPR, while other sections use the Griffith/Metro as the applicable region. These sections of the DEIR need to be redone for accuracy and consistency.

RESPONSE NO. 10-9

Chapter III, Environmental Setting, of the Draft EIR is incorrect in stating that the project is located in the Pacific Region of the LADPR. Section IV.F.4, Parks and Recreation, of the Draft EIR correctly reference the Griffith/Metro region. The reference in Chapter II has been revised in this Final EIR. Please see Section IV, Corrections and Additions, of this Final EIR. This correction does not result in a change in the analysis contained in the Draft EIR.

COMMENT NO. 10-10

The existing historical community was studiously ignored. The applicable community plan calls for preservation of the existing community and zoning for this did not allow the proposed project throughout this DEIR. This DEIR lacks design and the detailed renderings are inadequate to evaluate accurately. There are no contextural renderings. We have mocked up existing views from the neighborhood east of [sic] superimposing option A as 10 fold height. The mass and scale from within the community situated to the East of the project is overwhelming. It does not matter whether the Option A tower is the Washington side of the parcel or on the back of the parcel. This photo view needs to be included within the Draft EIR.

RESPONSE NO. 10-10

The historic value of the surrounding community has been evaluated in the Draft EIR and further evaluated in Response to Comments for Letter No. 9. The Draft EIR provides an evaluation of the project site and its neighboring parcels according to four historical themes and periods of development, including: 1) Development of the West Adams-Baldwin Hills-Leimert Community, 1947-1969; 2) Establishment of Roman Catholic Faith-Based Religious and Educational Activities, 1906-1935; 3) St. Paul's Catholic Church, 1936; and 4) Washington Square Shopping Center, 1964-1966. Supplementary information for the historic context provided is contained in Appendix C of the Draft EIR (see Draft EIR, Section IV.C, page 9). The historic resources analysis in the Draft EIR identified the potential impact of the project on the adjacent St. Paul's Catholic Church, in accordance with California Statutes and the Los Angeles CEQA Thresholds Guide. The project site is not deemed historically significant and, as such, the demolition of buildings at this location would not cause any removal or direct alteration of historical resources.

Option A and Option B would be separated from the surrounding community to the north and east by intervening streets and a 30-foot setback between the south building (Building B under Option A and Building 2 under Option B) and the south boundary of the project site. A service driveway and fencing at the rear yards of these residences also separates the project site from the residential neighborhood to the south. As discussed in Response to Comment No. 9-12, the original early twentieth-century context of the residential neighborhood was altered by the mid-1950s construction of the existing shopping center. The adjacent residences would not be physically impacted by the proposed project, nor would the new construction materially impair their eligibility for listing as potential historical resources. The conclusions drawn in Response to Comment No. 9-12 do not indicate any changes in the conclusions of the Draft EIR and no further analysis of the project's impact on historical resources in the Draft EIR is necessary.

In order to clarify the context of Option A and Option B within the existing setting, additional figures are provided in this Response to Comments section of the Final EIR. Please refer to Figures 3 through 7 contained in Response to Comment No. 6-3. These figures include elevations (profiles) of Option A and Option B with respect to adjacent land uses. Also please refer to Figures 22 and 23, which provide three dimensional views of the Options A and B in the context of the surrounding setting and Figure 24, which provides existing and simulated views of the project site from 21st Street (see Response to Comment Nos. 8-8 and 8-13). The information provided in these figures further substantiates the conclusions reached in the Draft EIR regarding the scale of the project or the impact of the project on historic or potential historic resources in the area.

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LETTER NO. 11

Myrtle Bankhead, On Behalf of
the Avenues Neighborhood Watch and Association
1615 6th Ave
Los Angeles, Ca. 90019

COMMENT NO. 11-1

I am writing on behalf of my resident neighbors/members of the Avenues Neighborhood Watch and Association. We are responding to the Traffic Impact Analysis For The Mixed - Use Project Located At The Southwest Corner Of 10th Avenue And Washington Boulevard And The Subsequent Revisions dated April 2009.

As residents we have the knowledge of the past and current traffic issues which will be impacted by the proposed development.

There are several potential impacts that the DEIR failed to analyze and therefore must be addressed within the final EIR.

RESPONSE NO. 11-1

The comment is introductory in nature. The comment contains a general opinion with regard to the content of the Draft EIR. However, the comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 11-2

Discussions and Finding

1) Project description of Option A and Option B. There is an issue of simultaneously reviewing both options and having them move forward at the same time. The Avenues Neighborhood Watch and Association feel this limits our input and unfairly provides the developer the final choice on the type and style of a development that should serve and enhance the existing neighborhood. The consensus among our group is the rejection of Option A with its over 80 foot tower and higher density. We prefer Option B without the highrise tower.

RESPONSE NO. 11-2

As indicated in Section II, Project Description, of the Draft EIR, due to changing market forces, the Applicant is requesting review of two development options, Option A and Option B, which are both fully evaluated in the Draft EIR. While the Applicant is requesting review and entitlement by the City, only one option would be implemented. Since the Applicant is proposing two options as part of the application, both options need to be analyzed equally in the EIR. Both options are described to a similar level of detail in Section II of the Draft EIR and both options are analyzed throughout the document. The document contains subheadings to clarify which option is being discussed throughout the document.

The comment contains an opinion with regard to the presentation of two options and indicates a preference for Option B. Thus, no further response is necessary.

COMMENT NO. 11-3

2) Under both Options A and B this development must provide sufficient and perhaps over the minimum parking spaces. The current lack of parking space provided by the schools, library and businesses along the Washington Blvd Corridor are insufficient for their current needs and the overflow parking already impacts the residential neighborhoods.

RESPONSE NO. 11-3

Section IV.G, Transportation/Circulation, of the Draft EIR, contains an analysis of parking for both Option A and Option B. As shown in Table IV.G-11, Option A would require 1,100 parking spaces if apartments are developed on Parcel B and 1,310 parking spaces if condominiums are developed on Parcel B. Option A would provide 1,061 parking spaces or a shortfall of 39 to 249 spaces. As indicated in Section II, Project Description, and Section IV.G of the Draft EIR, the Applicant is requesting a parking variance to permit relief from Municipal Code parking requirement. However, as indicated in Section IV.G of the Draft EIR, since Option A would provide 160 studio and 40 two-bedroom units on Parcel B, and 194 studio and one-bedroom units and 25 two- and three-bedroom units on Parcel C it is anticipated that these units would be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters. Therefore, the parking demand for most of these residents would be one space per unit, rather than the two spaces per unit required by the base code for condominium units. Also, given the mixed-use nature of the project, some of the patrons and employees of the on-site retail and restaurant uses would include residents of the project as well as those who would likely take transit/alternative modes of transportation to and from the project site. Consequently, the parking demand under Option A would be less than what is code-required. In addition, the site's access to transit, retail, restaurants

and other amenities would likely make it highly convenient for project residents not to own multiple automobiles. Finally, incorporation of Mitigation Measure G-17, which requires the development of a Transportation Demand Management (TDM) program and Mitigation Measure G-18, which requires implementation of offsite streetscape improvements, would further justify the parking reductions. Therefore, despite the requirement for a parking variance, Option A would provide adequate parking, resulting in less than significant parking impacts.

With regard to parking for Option B, as shown on Table IV.G-12, Option B would require 1,191 parking spaces. Option B would provide 1,368; however, the Applicant is requesting a parking variance with regard to the required parking for the proposed residential uses. As indicated in Section IV.G of the Draft EIR, similar to Option A, Option B would provide 150 studio, loft and one-bedroom units and 67 two- and three-bedroom units on Parcel B, which is anticipated to be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters who would require one space per unit, rather than the two spaces per unit required by the LAMC for condominium units. Also, the mixed-use nature of the project as well as access to transit, retail, restaurants and other amenities would make it highly convenient for project residents not to own multiple automobiles. As with Option A, implementation of Mitigation Measure G-17 and Mitigation Measure G-18 would further justify the parking reductions. Therefore, Option B would provide adequate parking and parking impacts would be less than significant in this regard.

The comment expresses an opinion with regard to parking in the area and as such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 11-4

3) Significant Traffic Impacts. The DEIR found significant AM and PM impacts at three intersections.

- (1) Arlington Ave and no freeway East Bound (Option A only)
- (2) Crenshaw and Washington (Both Options A & B)
- (3) Crenshaw and Venice (Option B)

4) Our response to this finding is that we agree that this development will result in a significant traffic impact on the above listed intersections, but we also believe the study failed to look at the impact the traffic increase would have on the surrounding residential streets. Specifically, 10th Ave, 6th Ave and Bronson Ave.

RESPONSE NO. 11-4

The comment summarizes the conclusions reached in the Traffic Study, which is contained in Appendix E and summarized in Section IV.G, Transportation/Circulation, of the Draft EIR, regarding the significant impacts at study intersections under each option. With regard to residential street segments, as indicated in Response to Comment No. 7-8, the scope of the traffic analysis was expanded to include an analysis of residential street segments in response to concerns raised at the scoping meeting for the proposed project. The residential street traffic analysis was conducted to determine the potential residential traffic intrusion impacts on the two roadway segments expected to be most heavily impacted by project traffic: 10th Avenue, south of 23rd Street, and 21st Street, east of 10th Avenue.

As indicated in Section IV.G of the Draft EIR, the trips generated under Option A would result in less than significant impacts to the residential street segments analyzed. Under Option B, a significant impact is projected for the street segment of 10th Avenue, south of 23rd Street. Mitigation Measure G-16 is recommended to reduce the significant impact to the residential street segment to a less than significant level. Mitigation Measure G-16 requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT.

COMMENT NO. 11-5

- a) The traffic impact stated 10th Ave and Washington Blvd was an A rated intersection, implying that all cars pass through the intersection at each signal change. That study failed to count the AM pedestrians going to work or school. We made an independent study of pedestrian traffic and found that the pedestrian traffic made a significant impact on the ability of 10th Ave traffic to enter Westbound on Washington Blvd and also the pedestrian traffic limited the number of both east and west bound cars on Washington Blvd through each signal change. See attached photos and car and pedestrian counts.

RESPONSE NO. 11-5

Based on the traffic impact analysis standards of the City of Los Angeles Department of Transportation (LADOT) used to identify significant project traffic impacts, Critical Movement Analysis (CMA) was used to evaluate traffic operations at the intersection of Washington Boulevard and 10th Avenue. The CMA methodology adopted by the LADOT utilizes a conservative (lower-volume) set of traffic volume capacities for signalized intersections, when compared with other traffic analysis methodologies. These lower-volume capacities account for,

among other factors, the effects of pedestrian interference with vehicle turning movements in urbanized areas.

Figure 4(a) of the Traffic Study, contained in Appendix E of the Draft EIR, contains the 2009 existing traffic volumes used as a base to analyze AM peak hour traffic conditions at the study intersections. As shown on this figure, the intersection of Washington Boulevard and 10th Avenue currently processes a total 2,960 vehicles during the AM peak hour, with 442 vehicles (243 left-turns and 199 right-turns) on the 10th Avenue northbound approach, 1,059 vehicles (981 throughs and 78 right-turns) on the Washington Boulevard eastbound approach, and 1,459 vehicles (79 left-turns and 1,380 throughs) on the Washington Boulevard westbound approach. Therefore, the 10th Avenue south leg of the intersection was estimated to carry 599 total vehicles (northbound and southbound movements combined) during the AM peak hour.

The counts attached to this comment appear to include vehicle movements at two locations: the intersection of Washington Boulevard and 6th Avenue and a segment of 10th Avenue, presumably just south of Washington Boulevard. Given that the comment was related to the intersection of Washington Boulevard and 10th Avenue, the latter counts were reviewed. Although the hourly totals do not in all cases match the sum of the four, 15-minute periods counted, the data suggest that 10th Avenue carries 362 vehicles (197 left-turns and 165 right-turns) on the northbound approach to Washington Boulevard and 166 vehicles southbound departing Washington Boulevard, for a total of 528 vehicles on the south leg of the intersection of Washington Boulevard and 10th Avenue.

Comparing the 10th Avenue traffic count data attached to this comment to the 2009 existing traffic volumes for 10th Avenue analyzed in the Traffic Study, the traffic volumes in the Traffic Study are greater and, therefore, more conservative for the purposes of traffic analysis. Using the more conservative traffic volumes, the Traffic Study found the intersection of Washington Boulevard and 10th Avenue to operate at LOS A during the AM peak hour. The CMA worksheet summarizing this result can be found in Appendix H of the Traffic Study. Reviewing the photos attached to this comment, it is difficult to discern how impactful the pedestrian interference is at the intersection of Washington Boulevard and 10th Avenue. Although pedestrian volumes were not explicitly counted in conjunction with the preparation of the Traffic Study, the intersection capacity used in the CMA methodology employed accounts for the effects of pedestrian interference as outlined above.

COMMENT NO. 11-6

- b) The Avenues Neighborhood Watch and Association would like to state that we are in agreement in that the reduction of unmitigated traffic impacts on the residential streets would be better met with Option B because the reduced density would therefore generate less traffic impact.

RESPONSE NO. 11-6

Under Option A, the Project would produce fewer daily and PM peak-hour trips, but more AM peak-hour trips, than under Option B. Under Option B, project-generated traffic would make greater use of the project driveway to Washington Boulevard located opposite 12th Street. As described in Section II, Project Description, and Section IV.G of the Draft EIR, Option B would provide a traffic signal at this location. The analysis in the Traffic Study, which is contained in Appendix E and summarized in Section IV.G of the Draft EIR, determined that the higher daily trip generation for Option B would result in a significant residential traffic intrusion impact. However, mitigation has been recommended to reduce the impact to a less than significant level.

The comment contains an opinion relative to the two options. Thus, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 11-7

Project Requirements

- 1) Intersection improvements
 - a) We are in agreement with the DOT recommendation of the Arlington Avenue and 1-10 Freeway Eastbound Ramps.

RESPONSE NO. 11-7

The comment expresses agreement with the LADOT recommendation. As such, the comment is acknowledged and no further response is warranted.

COMMENT NO. 11-8

- b) In regards to Crenshaw Blvd and Washington Blvd, the Eastbound PM traffic mitigation proposal of limiting parking on Washington Blvd from Crenshaw to 10th Ave is not acceptable. The residents have worked to obtain parking for the current successful businesses. The adverse affect on the existing businesses would outweigh the proposed mitigation which would only partially reduce the traffic impact. The area businesses rely on Washington Blvd to provide parking for their customers.

RESPONSE NO. 11-8

As indicated in Section VI.E, Potential Secondary Effects Associated with Implementation of Project Mitigation Measures, of the Draft EIR, CEQA Guidelines Section 15126.4(a)(1)(D) requires consideration of secondary effects that could occur from the implementation of mitigation measures. As indicated in Section VI.E of the Draft EIR, Mitigation Measure G-14 would result in the extension of the No Parking restriction during the P.M. peak period. Parking for the project would be provided on-site. The removal of parking to provide additional travel lanes occurs in numerous locations throughout the City. The parking restriction would be indicated on a sign and would be enforced in accordance with standard City procedures. As the parking restriction would be limited in its timeframe, the potential secondary effect that would result from the implementation of Mitigation Measure G-14 would be less than significant. In addition, as indicated in the LADOT approval letter of the Traffic Study, which is provided in Appendix E of the Draft EIR, Mitigation Measure G-14 is acceptable to the LADOT. However, the comment contains an opinion with regard to Mitigation Measure G-14 and thus, the comment is acknowledged and will be forwarded to the decision-makers for consideration.

COMMENT NO. 11-9

- c) One of the traffic mitigations The Avenues Neighborhood Watch and Association would like to propose, would change the pedestrian crossing to only allow north bound pedestrians to have only one cross walk on the East side of the intersection. This would allow left turns onto Washington Blvd from the community. The majority of the pedestrians are school children attending one of the three schools on the north side of Washington Blvd. If this is not allowed or approved by DOT, another option would be to have a dedicated left turn signal for the 10th Ave west bound traffic on Washington Blvd. This again would alleviate the back up of traffic which results from having pedestrians in the crosswalk.

RESPONSE NO. 11-9

As indicated in the Traffic Study, which is contained in Appendix E and summarized in Section IV.G, Transportation/Circulation, of the Draft EIR, neither Option A nor Option B would result in a significant project traffic impact at the intersection of Washington Boulevard and 10th Avenue. Therefore, the inclusion of such a pedestrian crossing mitigation measure in this EIR is not appropriate. The comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 11-10

- d) There are two more traffic mitigations the Avenues Neighborhood Watch and Association would suggest. Option B has an entrance and exit in the vicinity of 12th Ave. We suggest a traffic light at this intersection to facilitate left turns west bound traffic onto Washington Blvd. In conjunction with this light, we suggest the flow of residential traffic exiting the subterranean parking should be routed to exit onto Washington and not 10th Ave. In addition to that mitigation the exit onto 10th Ave should be a no right turn exit and a bump out or other barrier to discourage southbound access to the local neighborhoods. We do not wish 21st Street to become an alternate access to Arlington Ave. Twenty-first street is a residential two-lane street.

RESPONSE NO. 11-10

As indicated in Response to Comment No. 10-76, and as described in Section II, Project Description, and in Section IV.G, Transportation/Circulation (page IV.G-34) of the Draft EIR, a traffic signal would be installed at the intersection of Washington Boulevard and 12th Avenue/Project Driveway under Option B.

The comment includes a recommendation to restrict turning movements from exits onto 10th Avenue to left-turns only. While it would be expected that using such turn restrictions at these site driveways would reduce project-related traffic on 10th Avenue south of the site, these turn restrictions would also impede project site access, including access to the retail portion of the project, for local residents living north of the I-10 Freeway and in Jefferson Park (south of the I-10 Freeway). Additionally, a motorist exiting the project site seeking to go southbound on 10th Avenue would still be able to do so if forced to use the project site driveway on Washington Boulevard. Under that scenario, however, the motorist would travel through, and deteriorate operating conditions at, intersections along Washington Boulevard before turning onto 10th Avenue southbound. With right-turns allowed for traffic exiting the project site onto 10th Avenue, motorists destined southbound along 10th Avenue would be less burdensome to the area traffic network.

With regard to use of 21st Street, Section IV.G includes an analysis of residential street segments that includes 21st Street, east of 10th Avenue. Under Option B, a mitigation measure is provided to reduce the potential significant residential traffic intrusion impact to a less than significant level. Mitigation Measure G-16 requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund in order to reduce residential street impacts to less than significant levels. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT. Although the project would not significantly impact traffic conditions on 21st Street, addressing conditions on this street may be

part of the neighborhood traffic intrusion program developed in conjunction with the Fund contribution. Turn restrictions and bump-out barriers could be among the elements considered for the neighborhood program.

COMMENT NO. 11-11

2) Construction impacts

- a) We are in agreement with DOT recommendations to have a construction control work site traffic control plan for review and approval prior to the start of any construction work; and all construction related traffic be restricted to off peak hours.

RESPONSE NO. 11-11

As indicated in Section IV.G of the Draft EIR, Mitigation Measure G-1 requires that the Applicant shall develop a Construction Staging and Traffic Management Plan to be implemented during construction of the project. Limiting construction-related traffic to off-peak hours could be a component of such plan. The Construction Staging and Traffic Management Plan shall be subject to final approval by LADOT. The comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 11-12

3) Highway dedication and Street Widening Requirements

- a) We are in agreement with DOT on having the developer check with BOE Land development unit to determine the current code compliance regarding highway dedication, street widening and/or sidewalk and set back requirements for this project.

RESPONSE NO. 11-12

The comment appears to refer to the LADOT approval letter dated September 4, 2009, which is included in Appendix E of the Draft EIR. Section C of the letter indicates that highway dedication and widening may be required along the street that front the site. The letter provides information on street widths and indicates that the Applicant should check with the BOE to determine if there are any additional highway dedication, street widening and/or sidewalk requirements for the project. As indicated in Section II, Project Description, and in Section IV.G of the Draft EIR, the project

would include a dedication of two feet along the Washington Boulevard frontage to provide a consistent right-of-way width along Washington Boulevard.

COMMENT NO. 11-13

Voluntary improvement

We are in firm disagreement with the study's conclusion that the project will not result in significant impact on the adjacent residential streets. The project should not rely on local residential streets such as 21st and 23rd as alternative traffic routes. We would also bring to point that 6th Avenue, allowing freeway overpass, was not included in the study and the partial traffic counts done by the residents are included in this response.

RESPONSE NO. 11-13

In response to concerns raised at the scoping meeting for the proposed project, the scope of the traffic analysis was expanded to include an analysis of residential street segments which was not initially required by the LADOT. The residential street traffic analysis was conducted to determine the potential residential traffic intrusion impacts on the two roadway segments expected to be most heavily impacted by project traffic: 10th Avenue, south of 23rd Street, and 21st Street, east of 10th Avenue.

The results of the residential street impact analyses are contained in the Traffic Study, which is provided in Appendix E of the Draft EIR, and are summarized in Section IV.G, Transportation/Circulation, of the Draft EIR. Please see Tables IV.G-9 and IV.G-10 of the Draft EIR for summaries of the results for Options A and B, respectively. The trips generated under Option A would result in less than significant impacts to the residential street segments. Under Option B, a significant impact is projected for the street segment of 10th Avenue, south of 23rd Street, however the residential traffic intrusion impact along 21st Street, east of 10th Avenue, is expected to be less than significant. Mitigation Measure G-16 is recommended in order to reduce the significant impact to the residential street segment to a less than significant level. Mitigation Measure G-16 requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT. The level of project residential traffic intrusion along other local street segments would be lower than that for the analyzed segments and, therefore, the impacts are expected to be less significant. Please see Response to Comment No. 11-5, above, for a discussion regarding the counts and photos submitted with this comment letter.

COMMENT NO. 11-14

In regards to the Neighborhood Traffic Intrusion Reduction Trust Fund contribution, there must be a guarantee that the money is spent only within a specified radius so that it is actually mitigation for the impact of this project. The Avenues Neighborhood Watch and Association want to have one of its members on any committee formed in regards to this fund.

RESPONSE NO. 11-14

Mitigation Measure G-16 requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. Mitigation Measure G-16 would apply to Option B and would be implemented to reduce the potential significant impact to the residential street segment (10th Avenue, south of 23rd Street) that would occur under Option B. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT. Through this mechanism, the project's residential traffic intrusion impact would be mitigated, in coordination with local stakeholders.

COMMENT NO. 11-15**Driveway Access**

We understand that driveway access must be approved by DOT, but we in the neighborhood want all residential and commercial traffic to exit directly through a dedicated traffic light onto Washington Blvd and 12th Ave. Any emergency exits onto 10th Ave should be restricted to left turn only so they immediately access Washington Blvd and traffic is steered away from entering the local streets such as, 21st, 23rd, Bronson Avenues and 6th Ave.

RESPONSE NO. 11-15

A traffic signal at the intersection of Washington Boulevard and 12th Avenue/Project Driveway would be provided for future customers and residents under Option B. However, a traffic signal warrant analysis performed for this location using the traffic volumes projected for Option A concluded that a traffic signal would not be warranted. Therefore, under LADOT policy, a traffic signal would not be permitted at this location under Option A.

The comment includes a recommendation to restrict turning movements from any emergency exits onto 10th Avenue to left-turns only. Although no emergency exits are planned along 10th Avenue, it has been assumed that the comment refers to any project patron/resident access driveways that are

proposed along 10th Avenue. While it would be expected that using such turn restrictions at these site driveways would reduce project-related traffic on 10th Avenue south of the site, these turn restrictions would also impede project site access, including access to the retail portion of the project, for local residents living north of the I-10 Freeway and in Jefferson Park (south of the I-10 Freeway).

The residential street impact analyses contained in the Traffic Study, which is provided in Appendix E of the Draft EIR, found no significant impacts to residential street segments under Option A, but one significant impact under Option B. Mitigation Measure G-16 is recommended for Option B in order to reduce the significant residential street impact to a less than significant level. Mitigation Measure G-16 requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT. Through this mechanism, the project's residential traffic intrusion impact would be mitigated, in coordination with local stakeholders, without impeding the access of local residents to/from the project site at the proposed driveways along 10th Avenue.

COMMENT NO. 11-16

We are cognizant of a new elementary school on 3rd Ave and Washington Blvd with significant impact that was not included in this study.

RESPONSE NO. 11-16

Section III, General Description of Environmental Setting, of the Draft EIR provides a discussion of the cumulative analysis that is required by CEQA. Table III-1 and Figure III-1 of the Draft EIR provide the list of 31 related projects that were analyzed in the cumulative analysis in the Draft EIR. As indicated in Table III-1 and as shown in Figure III-1, the proposed school at Washington Boulevard and 3rd Avenue is analyzed as part of the cumulative scenario (see Related Project No. 3). Please also see Response to Comment No. 9-72 for a detailed discussion regarding this related project.

COMMENT NO. 11-17

In closing, the Avenues Neighborhood Watch and Association would like to state that as a neighborhood group we welcome development that benefits both the community and the developer.

RESPONSE NO. 11-17

The comment expresses an opinion and does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

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LETTER NO. 12

Taji Coleman On Behalf of
the Avenues Neighborhood Watch and Association
1615 6th Ave
Los Angeles, Ca. 90019

COMMENT NO. 12-1

We are writing on behalf of the Avenues Neighborhood Watch Association that serves the area from Crenshaw to Arlington and the 10 Freeway north to Venice and Pico. This letter is part of the response to the DEIR coordinated by the UNNC Planning and Zoning Committee and as stakeholders and residents in the project area. We are writing about some of the concerns we noted in the DEIR, but the limited scope of this letter does not mean we approve of sections or issues not addressed in this letter.

RESPONSE NO. 12-1

The comment is introductory in nature and does not include a specific statement regarding the contents of the Draft EIR. The specific comments are provided in the letter in Comments 12-2 through 12-14, below. Please see the associated responses for detailed responses to the specific comments.

COMMENT NO. 12-2

Submitted Scoping Issues: From meetings, letters, and emails

1) Traffic: Intersection ratings

- a) The flow of AM traffic on 10th Ave through the Washington Blvd intersection was raised in scoping meeting as a major traffic bottleneck. Residents have already requested mitigation for current back up on 10th Ave independent of the new project.

i) DEIR rates 10th Ave /Washington intersection as A. That means it is currently well below optimum flow and all cars proceed through intersection at every light. There is no pause in flow of traffic. Page 71 of Appendix E Traffic.

- ii) *DEIR projects future traffic will cause no degradation of A rating on 10th Ave. Page 82 Appendix E Traffic.*

We disagree with findings; the intersection is currently impacted every school day. The traffic studies submitted failed to include any mention of the several hundred pedestrian school children using this single traffic intersection to reach one of the schools on the north side of Washington Blvd. Our studies and photos indicate traffic from 10th Ave going north is backed up several blocks at peak AM traffic hours.

RESPONSE NO. 12-2

As indicated in Response to Comment No. 11-5, based on the traffic impact analysis standards of the City of Los Angeles Department of Transportation (LADOT) used to identify significant project traffic impacts, Critical Movement Analysis (CMA) was used to evaluate traffic operations at the intersection of Washington Boulevard and 10th Avenue. The CMA methodology adopted by the LADOT utilizes a conservative (lower-volume) set of traffic volume capacities for signalized intersections, when compared with other traffic analysis methodologies. These lower-volume capacities account for, among other factors, the effects of pedestrian interference with vehicle turning movements in urbanized areas.

The comment refers to studies and photos provided as part of the public comments. As no counts or photos were submitted as part of this letter it is assumed that the comment refers to Comment Letter No. 11 and more specifically, Comment No. 11-5. As indicated in Response to Comment No. 11-5, the counts attached to this comment appear to include vehicle movements at two locations: the intersection of Washington Boulevard and 6th Avenue and a segment of 10th Avenue, presumably just south of Washington Boulevard. Given that the comment was related to the intersection of Washington Boulevard and 10th Avenue, the latter counts were reviewed. Although the hourly totals do not in all cases match the sum of the four, 15-minute periods counted, the data suggest that 10th Avenue carries 362 vehicles (197 left-turns and 165 right-turns) on the northbound approach to Washington Boulevard and 166 vehicles southbound departing Washington Boulevard, for a total of 528 vehicles on the south leg of the intersection of Washington Boulevard and 10th Avenue.

Comparing the 10th Avenue traffic count data attached to this comment to the 2009 existing traffic volumes for 10th Avenue analyzed in the Traffic Study, the traffic volumes in the Traffic Study are greater and, therefore, more conservative for the purposes of traffic analysis. Using the more conservative traffic volumes, the Traffic Study found the intersection of Washington Boulevard and 10th Avenue to operate at LOS A during the AM peak hour. The CMA worksheet summarizing this result can be found in Appendix H of the Traffic Study. Reviewing the photos attached to this comment, it is difficult to discern how impactful the pedestrian interference is at the intersection of

Washington Boulevard and 10th Avenue. Although pedestrian volumes were not explicitly counted in conjunction with the preparation of the Traffic Study, the intersection capacity used in the CMA methodology employed accounts for the effects of pedestrian interference as outlined above.

The comment refers to a requested mitigation measure that is separate from the proposed project. Therefore, no response is necessary with regard to that portion of the comment.

COMMENT NO. 12-3

2) Traffic Issue: Scoping meeting request for study of impact on neighborhood of cut through traffic.

- i) DEIR report studied traffic in general, but failed to address impact on local residential streets. The entire area impacted by this project was not included in this study. The problem of mitigation of traffic for the existing residential areas was left open to be negotiated with the local neighborhoods at a later time.*

The DEIR proposes a delay in addressing traffic impact on residential streets until “later” is unacceptable. At the present time, there is insufficient detail in the DEIR for the residents to begin to consider alternatives. We do not even have detailed plans or defined project selected. The EIR should address, study and suggest acceptable mitigation of traffic intrusion into residential neighborhoods prior to DEIR approval. The mitigation options will be constrained and limited after project is built or approved. It is completely unacceptable not to address and design and traffic flow options prior finalization of this DEIR. Local residential streets need to be protected from impact as an integral design and planning issue.

RESPONSE NO. 12-3

As indicated in Response to Comment No. 7-8, in response to concerns raised at the scoping meeting for the proposed project, the scope of the traffic analysis was expanded to include an analysis of residential street segments which was not initially required by the LADOT. The residential street traffic analysis was conducted to determine the potential traffic impacts on the two roadway segments expected to be most heavily impacted by Project traffic: 10th Avenue, south of 23rd Street, and 21st Street, east of 10th Avenue. The level of project residential traffic intrusion along other local street segments would be lower than that for the analyzed segments and, therefore, the impacts are expected to be less significant.

The results of the residential street impact analyses are contained in the Traffic Study, which is provided in Appendix E of the Draft EIR, and are summarized in Section IV.G, Transportation/Circulation, of the Draft EIR. Please see Tables IV.G-9 and IV.G-10 of the Draft EIR for Options A and B, respectively. The trips generated under Option A would result in less than significant impacts to the residential street segments. Under Option B, a significant impact is projected for the street segment of 10th Avenue, south of 23rd Street. Mitigation Measure G-16 is recommended in order to reduce the significant impact at this residential street segment to a less than significant level. Mitigation Measure requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT. The mitigation measure allows for input by the community. Such a program could include elements such as the installation of turn restrictions and bump-out barriers. It is speculative to determine such improvements at this time.

COMMENT NO. 12-4

3) Parking: Study of the adequacy of parking brought up in scoping meeting.

(a) Page 61 in Appendix E. Traffic Project A is under parked

(b) Page 64 in Appendix E Traffic Project B is over parked

The parking study is completely unacceptable. We have no direct information on the parking layout, traffic flow within parking areas and the DEIR failed to address the neighborhood parking uses. The adult school on 8th Ave and Washington has inadequate parking and currently uses the residential streets for parking. There needs to be a study of the number of parking spaces provided for the The [sic] church parking shortage spills over into the parking lot of current site. Library parking is over crowded and spills over into residential neighborhoods. In addition many of the residential buildings are historically under parked because of age of the neighborhoods. These neighborhood preexisting parking impacts were not considered as required in choosing an acceptable level of parking for a mixed use project. It is unacceptable to have traffic flow within a project of this size exiting into residential streets where street parking is at a premium.

RESPONSE NO. 12-4

Section IV.G, Transportation/Circulation, of the Draft EIR contains a detailed parking analysis. As indicated in Section IV.G, Option A would require a variance to provide parking in an amount that is less than what is required by the City code. Option A would result in a shortfall of 39 to 210 parking spaces, for development of apartments or condominiums, respectively. However, Option A

would provide 354 studio and one-bedroom units and 65 two- and three-bedroom units and it is anticipated that these units would be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters. Therefore, the parking demand for most of these residents would be one space per unit, rather than the two spaces per unit required by the base code for condominium units. Also, given the mixed-use nature of the project, some of the patrons and employees of the on-site retail and restaurant uses would include residents of the project as well as those who would likely take transit/alternative modes of transportation to and from the project site and not need to park. Consequently, the parking demand under Option A would be less than the typical code requirement. In addition, the site's access to transit, retail, restaurants and other amenities would likely make it highly convenient for project residents not to own multiple automobiles. Finally, implementation of Mitigation Measure G-17, requiring development of a Transportation Demand Management (TDM) program, and Mitigation Measure G-18, requiring the provision of a street median, would further justify the parking reductions. Therefore, despite the requirement for the granting of a parking variance, Option A would provide adequate parking, resulting in a less than significant parking impact.

With regard to parking for Option B, Option B would require a variance for the condominiums on Parcel B as there would be a shortfall on Parcel B of 137 spaces but overall a surplus on site of 177 spaces. Option B would provide 150 studio, loft and one-bedroom units and 67 two- and three-bedroom units on Parcel B, which is also anticipated to be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters who would require one space per unit, rather than the two spaces per unit required by the LAMC for condominium units. Further, the mixed-use nature of the project and its access to transit, retail, restaurants and other amenities would make it highly convenient for project residents not to own multiple automobiles. Additionally, implementation of Mitigation Measure G-17 and Mitigation Measure G-18 would further justify the parking reductions. Therefore, Option B would provide adequate parking and the parking impacts would be less than significant.

As outlined above, neither Option A nor Option B is expected to have a significant parking impact. Therefore, an analysis of available parking in the local neighborhood is not required. If neighborhood parking problems do currently exist, they will continue to exist irrespective of the development of the proposed project. The project's proposed parking supply is expected to accommodate its parking demand, without any spillover into or adverse impacts in adjacent neighborhoods.

COMMENT NO. 12-5

- 4) Another question from the scoping meeting was to explain the “violation” (variances) from existing codes for the area.

Conflict with land use plan:

IVA_Aesthetics: land use pgs 44-62. Outline of why consistent with current land use plans.

Repeated land use again in IV D_Land Use pgs 44-63 Result no conflict in land use.

The conclusion was there was no conflict. We totally disagree.

This was inadequately addressed in the DEIR and will be addressed by other reviewers. The local residents fail to see any token of compliance to the community plans that call for any new development to preserve the character and design of the existing residential neighborhoods. This is especially difficult to reconcile how a 204-240 foot tower relates to an early 1900’s historic neighborhood. The codes used to justify this project are selected and do not represent an accurate picture of the community plans.

RESPONSE NO. 12-5

As indicated in the comment, the comment is general and is addressed by others. Please see Comment Letter No. 8 and the associated responses. With regard to the Land Use analysis and compatibility, please see specifically Response to Comment Nos. 8-12 through 8-24.

COMMENT NO. 12-6

- 4) Air Quality from both construction and from operation

Current cancer risk second highest area in LA pg 3 IV_B Air Quality; CO2 third highest, pg5; legal mitigation suggestion: do not locate sensitive sites within 500 feet of freeway.

Construction mitigation B1-B16 pgs 71-73 IV_B Air Quality

Unmitigated construction shws [sic] maps of air movement directly over residential properties to East.

Operation mitigation: No significant impact, no mitigation required pg 74 IV_B Air Quality

We disagree with the findings. Disruption of the air flow for 450-1000 feet may potentially allow for increased air pollution by preventing the dispersion of the air pollutions created by the 10 Freeway. The DEIR suggests that there is an insignificant impact on the area cancer risk. However there is an unstudied potential for a significant increase locally. This effect needs to be addressed. In additions, blocking the sea breezes may affect the cooling effect of these breezes to the residential areas east of the project, and create an increase use of air conditioning in the summer.

RESPONSE NO. 12-6

The comment is incorrect when inferring that construction of the project will result in stagnation of air flow on the leeward (downwind) side of the building. Based on numerous wind tunnel and computational fluid dynamic (CFD) simulations for similar projects, tall slab-like buildings, such as the proposed project, would tend to deflect wind downward and around the building resulting in increased wind speeds and turbulence at ground levels. The increase in ground level wind speed and turbulence would result in increased dispersion and mixing of roadway pollutants. Recent studies prepared by the USEPA demonstrate that pollutant concentrations at near-roadway receptors are actually decreased when building or structure wake effects are introduced.

As mentioned above, ground level wind speeds in close proximity to the building may increase due to wake effects. Therefore, wind speeds within 1,000 feet of the leeward (downwind) side of the project site would be increased while wind speeds outside this region would be mostly unaffected. Therefore, construction of the project would not create localized increases in air pollution resulting from building wind effects.

Once construction of the proposed project is complete, sea breezes would continue to blow through the residential areas east of the project site. Ground level wind speeds within 1,000 feet of the leeward side of the project buildings would be increased which will not affect the cooling effect of the sea breeze. Residential uses outside of this wake effect region are also not affected. Therefore, the project would result in a less than significant impact with regard to sea breeze cooling effect.

COMMENT NO. 12-7

- 5) Not pedestrian friendly to neighborhood and attractive to bring in outside business

DEIR States it is pedestrian friendly

There is insufficient information to decide about pedestrian availability. Clearly this project is at dramatic odds with the street front of Washington Blvd. The DEIR should show how the

project is pedestrian friendly instead of asserting this as a known fact. The fact that the developers have failed to face outward toward the neighborhood, and have no inviting presence on Washington Blvd does not favor pedestrian friendly or neighbor serving neighbor.

RESPONSE NO. 12-7

As indicated in Response to Comment No. 8-25, as discussed in the Draft EIR, the landscaped plaza between Buildings A and C (under Option A) (page IV.A-28) and between Buildings 1 and 3 (Option B) (page IV.A-31) would be visible and accessible from Washington Boulevard. This plaza and broad sidewalks leading to the central courtyard from Washington Boulevard would be attractive to pedestrians along Washington Boulevard and, thus, enhance the pedestrian environment. Also, as discussed in the Draft EIR (page IV.D-45), with the implementation of Mitigation Measure G-18, Option A and Option B would provide a landscaped median on the west-side crossing of the Washington Boulevard and 10th Avenue intersection to decrease the pedestrian crossing distance across Washington Boulevard. The undergrounding of utilities and subterranean (rather than surface) parking would also enhance the pedestrian experience. Ground floor retail and restaurant uses would be provided in Buildings A, B, and C and several pedestrian access points into the project would be provided. In addition, as shown Figures 1 and 2 (see Response to Comment No. 6-3), retailers along Washington Boulevard and 10th Avenue would have the option to provide sidewalk entrances along the majority of the street frontages. Sidewalk improvements and street trees, landscaping, benches, trash receptacles, pedestrian-oriented lighting and signage, and attractive paving materials would also enhance the pedestrian experience. (Draft EIR, page IV.D-48). The Draft EIR provides adequate information regarding the issue of pedestrian enhancements, and no further information or addition is necessary.

Please also see Response to Comment Nos. 8-26 through 8-29, which address pedestrian orientation of the project. In addition, please also see Response to Comment No. 6-3, which addresses the issue of pedestrian orientation.

COMMENT NO. 12-8

6) Aesthetic impact

Scale and mass: pg 32 of IVA_Aesthetics. Consistent with urban development

Design: Consistent with urban design

View:IVA_Aesthetics. Significant but unavoidable impact of view of historic church

Light and glare: IVA_Aesthetics. Pg 34. Mitigated by sensitive light. Surrounding neighborhoods use lights at night to improve security.

Light and Glare Mitigation measure A-6 pg 63 IV_B_Air Quality for mitigation list

This list of assertions are consistent with the view that this project, rather than trying to relate to the neighborhood just is creating favorable impacts by assertion, not facts. Such things as the surrounding neighborhoods have porch lights so our lights from a 205-240 foot tower of 547 units and several late closing big boxes will not add any impact. There is insufficient information to draw any conclusion on aesthetics, but the nearby residents are disturbed by the prospect of Option A and an unmitigated height mass of Option B and see nothing in the proposed mass and height to indicated this project relates to the surrounding neighborhood

RESPONSE NO. 12-8

Section IV.A, Aesthetics, and Section IV.B, Air Quality, contain detailed analyses of Option A and Option B relative to aesthetics and air quality. These sections rely on facts and technical analyses. For clarification, Option A and Option B are not designed as “big box” facilities, which usually comprise a single-story, “stand-alone” building with a broad surface parking lot. The Applicant, however, would seek a large national retailer for Option B. Anticipated uses include a post office, grocery and drug store among other retail uses.

With regard to potential light impacts, as indicated in Response to Comment No. 10-5, as discussed in Section IV.A, Aesthetics, of the Draft EIR, the project site lies within a highly urbanized area, characterized by medium to high ambient nighttime artificial light levels. Also, as indicated in Section IV.A of the Draft EIR, “light sources on the project site include exterior security lighting, including light poles located in the surface parking areas, which generate low levels of nighttime lighting. Interior lights from the commercial uses do not spill-over beyond the property line. The majority of the signage is not lighted but the signage that is lighted does not spill over on the surrounding roadways or adjacent light sensitive uses (residential uses)” (see page IV.A-14). Light spillage, as discussed in the Draft EIR is different from the visibility of a light source. The comment describes light that can be seen by the viewer. However, light spillage is the degree to which lights increase illumination, in terms of foot-candles, at an off site location. For instance, the LAMC prohibits signage that would increase illumination by 3 foot-candles at the property line of the nearest residential use. The ambient light from the existing project site, light that is visible through windows or open doors, and the downward directed parking lot lights do not substantially increase foot-candles at off site locations and, therefore, are accurately described in the Draft EIR. The upper stories of Option A and Option B would be occupied by residential uses. Again, light that is visible in the windows of occupied units during the evening hours would increase ambient lighting to some degree. However, the nature of such interior light is that, although it would be visible, it would not substantially increase foot-candles at off site locations. Since Option A and Option B would not contain a large, open parking lot, and the central courtyard would be substantially

screened by the proposed residential structures, point source light under Option A or Option B may be less visible than under existing conditions.

Section IV.A, Aesthetics, and Section IV.D, Land Use and Planning, contain detailed analyses of the visual quality and character of the project, compatibility of Option A and Option B with the surrounding area. As indicated in Response to Comment No. 8-2, additional figures are provided in this Final EIR to further clarify the density and height of the project, the relationship of the project to the surrounding neighborhood, and pedestrian access to the project. Figures 1 and 2, of this Final EIR, illustrate pedestrian access points into the project, as well as frontage areas in which direct sidewalk access may be provided if the retail operation chooses. (Please see Response to Comment No. 6-3 regarding pedestrian access.) The site plans provided in Figure 12, *Site Plan - Option A* and Figure 13, *Site Plan - Option B*, in this Final EIR, illustrate the context of the project compared to the surrounding uses. The elevations provided in Figures 14 through 21, of this Final EIR, depict the street-view elevations of the project and adjacent uses from all four cardinal directions (north, east, south, and west) for Option A and Option B. These illustrate the scale of the project with respect to adjacent and surrounding uses. These figures support the conclusions reached in the Draft EIR regarding compatibility of scale, and pedestrian orientation.

COMMENT NO. 12-9

7) Parks and open space for kids.

The DEIR states there is a deficit of parks in the area and that the project can pay the city a fine to make up the deficit.

How does paying a fine to the city help our children have a better quality of life?

The study was based on two different park regions. Which is correct? There needs to be a document check for consistency.

RESPONSE NO. 12-9

As indicated in Response to Comment No. 10-9, Section IV.F.4, Parks and Recreation, of the Draft EIR correctly reference the Griffith/Metro region. The reference in Chapter II, Environmental Setting, of the Draft EIR, to the Pacific Region has been revised in this Final EIR. Please see Section IV, Corrections and Additions, of this Final EIR. This correction does not result in a change in the analysis contained in the Draft EIR.

As indicated in Section IV.F.4 of the Draft EIR, LAMC Section 17.12, which was authorized under the Quimby Act, requires developers of new subdivisions to dedicate land for parks and recreation purposes or pay fees for park improvements in lieu of such dedication. Thus, State law and local regulations establish the requirements and the process for the provision of open space and compliance with the requirements.

COMMENT NO. 12-10

8) Green construction and Green operation

Landscaping A_Aesthetics page 64 Mitigation A2-A3 landscape and maintenance

We disagree with the current landscape proposal. There is insufficient detail to really assess the landscaping. The “several trees” mentioned are totally insufficient for a project this size. There is no mention of using trees and landscaping as a mitigation for the impact on adjacent residential and school uses.

RESPONSE NO. 12-10

Figures II-9 and II-13 of the Draft EIR provide conceptual information regarding landscaping. A detailed landscape plan is not typically provided until later in the planning process. The analysis contained in the Draft EIR does not conclude that a significant impact would result to the adjacent residential and school uses. Thus, a mitigation measure relative to landscaping to reduce such an impact is not warranted.

COMMENT NO. 12-11

9) Impact on current jobs?

Not Addressed

RESPONSE NO. 12-11

While the project would result in the demolition of the existing shopping center, both Option A and Option B would contain commercial floor area. As indicated in Section II, Project Description, of the Draft EIR, the site is currently developed with approximately 114,000 square feet of commercial floor area, including a grocery store and swap meet. As indicated in Table II-1 of the Draft EIR Option A would result in approximately 106,800 square feet of commercial space, which is a

similar amount of commercial floor area as currently exists on the site. Option B would result in an increase of approximately 123,000 square feet of commercial floor area compared to the existing conditions. In addition, the environmental analysis addresses physical impacts that could result from development. Employment is not a physical condition that is addressed in the Initial Study Checklist. However, it is likely that the proposed commercial/retail space would provide for an increase in the number of jobs compared with the existing jobs on the site.

COMMENT NO. 12-12

10) Request for meeting on draft EIR

Open Question may be possible but not usual

This was not resolved or discussed in DEIR

RESPONSE NO. 12-12

The request for meeting or meeting schedule is not contained in a Draft EIR. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 12-13

11) Request for non working hours for meetings and hearings. Later evenings or weekends

Open Question may be possible but not usual

This needs a resolution prior to final EIR

RESPONSE NO. 12-13

The request for meeting or meeting schedule is not contained in a Draft EIR. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 12-14

12) Wastewater

The DEIR states the 21 inch sewer line running along Adams Blvd and connecting this project to the larger line at La Cienega, is running full This finding was not mitigated within this document. The DEIR stated this issue would be addressed at a later time when the project is submitted to city.

This needs to be addressed. In the current economic climate, the question the neighbors have is who pays for a sewer enlargement or new sewer connections via a different route. It seem unlikely that remeasuring [sic] the Adams Blvd sewer again at a later time will solve the problem.

RESPONSE NO. 12-14

As indicated in Response to Comment No. 10-8, Section IV.H.2, Wastewater, of the Draft EIR provides an analysis of the potential project impacts to the wastewater system. As indicated in Section IV.H.2, the wastewater line in Washington Boulevard and all lateral lines in the area outlet at the 21-inch pipe in Adams Boulevard to the south. As discussed by the Bureau of Sanitation (see Comment Letter No. 4), the 21-inch line in Adams Boulevard is estimated to be at capacity.¹² In this regard, the City's Bureau of Engineering has an approved Capital Improvements Project (CIP) to develop a 36-inch, 1.67-mile line as the Adams Relief Sewer. Completion of the Adams Relief Sewer is projected to occur in 2015. If the completion of Option A or Option B were to occur prior to the completion of the relief sewer project, alternative wastewater routing would need to be evaluated. Potential alternatives include routing the existing 8-inch line in Washington Boulevard to the existing line in Crenshaw Boulevard, which flows north and connects to the large-capacity Wilshire Hollywood Interceptor at Venice and San Vicente Boulevards. Diversion of the project's wastewater (or equivalent) to Crenshaw may be achieved through a gravity division at the Washington/Crenshaw connection, or may require the construction of a diversion gate at this location. The Applicant would be responsible for all new connection and construction costs that are not included in the approved Capital Improvement Project list. Although the Applicant would also be responsible for the connection of any new lines to a sewer main with adequate capacity, it is not anticipated that Option A and Option B would require the construction of new lines.

¹² *City of Los Angeles, Department of Public Works, Bureau of Engineering, Adams Relief Sewer Project Information Report (C233).*

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LETTER NO. 13

Craig Bartelt & Nick Mercado
1808 Buckingham Road
La, CA 90019

COMMENT NO. 13-1

I am writing as a concern resident of Lafayette Square and the immediate area of the proposed development at Washington Sq at 10th and Washington Blvd. While we have very nice residential neighborhoods, our commercial areas have been neglected if not down right blighted for many years and we have longed for commercial development in our area. However, as proposed, the two options submitted for the Washington Square site have several problems that make them undesirable for our neighborhood.

RESPONSE NO. 13-1

The comment expresses concern with the project and contains general opinion. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 13-2

The first issue is the size of the proposals. With the 300 residential units, that would leave space for 2 big box stores. The traffic this would generate can not be accommodated with the status quo. It must be mitigated, perhaps a light at 23rd & Crenshaw for freeway traffic to access the development from the south and avoiding the jammed Crenshaw/Washington intersection. The developers must be made to submit a traffic mitigation plan of some sort. Declaring it unmitiable [sic] is unacceptable.

RESPONSE NO. 13-2

Appendix E of the Draft EIR contains the Traffic Study that was prepared for the project. The technical study is summarized in Section IV.G, Transportation/Circulation, of the Draft EIR. As indicated in Section IV.G of the Draft EIR, Option A would significantly impact the intersection of Washington Boulevard/Crenshaw Boulevard during both peak periods and the intersection of I-10 Freeway Eastbound Ramps/Arlington Avenue during the A.M. peak-hour, prior to mitigation.

Implementation of Mitigation Measures G-14 and G-15 as well as the recommended improvement to the northbound approach of the Washington Boulevard/Crenshaw Boulevard intersection would reduce the significant impact to the Washington Boulevard and Crenshaw Boulevard intersection during the P.M. peak hour to a less than significant level. However, while mitigation could reduce the impact during the A.M. peak hour, the LADOT has determined that there is not sufficient roadway width on Crenshaw Boulevard to accommodate a drop lane without significant widening on the east side of Crenshaw Boulevard north of Washington Boulevard. Therefore, Mitigation Measures G-17 and G-18 are provided to further reduce trips from the project site during the operation of the project and would further reduce impacts to these intersections. Therefore, impacts at the Washington Boulevard and Crenshaw Boulevard intersection during A.M. peak period would remain significant and unavoidable.

With regard to Option B, Option B would also result in a significant traffic impact at Venice Boulevard/Crenshaw Boulevard during the P.M. peak hour and at Washington Boulevard/Crenshaw Boulevard during both the A.M. and P.M. peak hours. With the implementation of mitigation measures, as with Option A, Option B would result in a significant and unavoidable traffic impact at the Washington Boulevard/Crenshaw Boulevard intersection during the A.M. peak hour. In addition, Option B would result in a significant and unavoidable traffic impact to the Venice Boulevard/Crenshaw Boulevard intersection during the P.M. peak hour.

Given that mitigation measures were considered but determined to be infeasible by the LADOT, no feasible mitigation exists to reduce the impact to a less than significant impact. Therefore, both options would result in significant and unavoidable traffic impacts. As such, in accordance with CEQA Guidelines Section 15093, a Statement of Overriding Considerations will be required if the project is approved. CEQA Guidelines Section 15093(a) requires "...the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project."

COMMENT NO. 13-3

The plan calls for a huge blank wall facing Washington Blvd. with fake windows painted on it. This bunker style of architecture is neither pedestrian friendly or neighborhood friendly. The Cim group completed a development at the corner of Santa Monica and La Brea that involved 2 big box stores, and still it was open to the boulevards. There are stores and restaurants at street level that welcome the customers into the larger development. It is not that difficult. To be consistent with the proposed redevelopment of Washington Blvd, there is a basic need that the first big development endorse those plans for stores and shops at the sidewalk level facing the boulevard.

RESPONSE NO. 13-3

As discussed in the Draft EIR, pages IV.D-19 through IV.D-23 and in Table IV.D-3, Project Consistency with Walkability Checklist, both Option A and Option B would provide a range of pedestrian amenities. These would include planting shade trees along Washington Boulevard and 10th Avenue, and installing benches, sidewalk improvements, and pedestrian lighting. The central plaza would be visible and directly accessible from Washington Boulevard. No on-street parking would be allowed along the Washington Boulevard and 10th Avenue frontages. All sidewalks and crossings would be adequately marked and lit for pedestrian safety and would comply with the Americans with Disabilities Act (ADA) requirements, which would include providing pedestrian crossing signals and accessible push buttons and ensure that crosswalks include ramps up to the sidewalks. With the implementation of Mitigation Measure G-18, the project would provide a landscaped median on the west-side crossing of the Washington Boulevard and 10th Avenue intersection to decrease the crossing distance across Washington Boulevard. The undergrounding of utilities and subterranean (rather than surface) parking would also enhance the pedestrian experience.

As discussed in Response to Comment No. 6-3, Figure 1, *Site Access - Option A*, and Figure 2, *Site Access - Option B*, illustrate the proposed pedestrian access points. As shown in Figures 1 and 2, direct access to the development would be available at four points along Washington Boulevard and at two points along 10th Avenue under Option A. Option B would provide two direct access points on Washington Boulevard and two points along 10th Avenue. Also as shown in these figures, retailers along Washington Boulevard and 10th Avenue would have the option to provide street-oriented entrances along the majority of the street frontages.

The statement that the project would have a huge blank wall and painted display windows is not correct. Response to Comment No. 6-3 provides new figures that illustrate the building facades as viewed from Washington Boulevard (North Elevation) and 10th Avenue (East Elevation) under both project options. Please see Figure 3, *North and East Elevations - Option A*, and Figure 4, *North and East Elevations - Option B*, in this Final EIR. Figure 7, *Existing and Simulated Views from 10th Avenue*, illustrates the existing view along 10th Avenue and the view as it would appear with the proposed development. Figure 8, *Existing and Simulated Views from the corner of Washington Boulevard and 10th Avenue*, illustrates the existing view of the project site from this corner and as it would appear with the proposed development. Figure 9, *Existing and Simulated Views from Washington Boulevard - Option A* and Figure 10, *Existing and Simulated Views from Washington Boulevard - Option B*, illustrate the existing view of the project site from this street and as the street front would appear under each project option. As shown in these drawings and photo simulations, the street facing walls would be detailed with landscaping, architectural articulation, and vehicle and pedestrian entrances.

COMMENT NO. 13-4

I am also concerned about the lack of parking for all those residential units being proposed. I am also a landlord and have noticed that with recent recession, a lot of people are doubling up - meaning that 1 space per bedroom is not enough. In car loving Los Angeles, is it easy to find 3 people in a one bedroom with 3 cars that need parking. This is just reality. We need to demand more parking.

RESPONSE NO. 13-4

Section IV.G, Transportation/Circulation, of the Draft EIR contains a detailed parking analysis. As indicated in Section IV.G, Option A would require a variance to provide parking in an amount that is less than what is required by the City code. Option A would result in a shortfall of 39 to 210 parking spaces, for development of apartments or condominiums respectively. However, Option A would provide 354 studio and one-bedroom units and 65 two- and three-bedroom units and it is anticipated that these units would be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters. Therefore, the parking demand for most of these residents would be one space per unit, rather than the two spaces per unit required by the base code for condominium units. Also, given the mixed-use nature of the project, some of the patrons and employees of the on-site retail and restaurant uses would include residents of the project as well as those who would likely take transit/alternative modes of transportation to and from the project site. Consequently, the parking demand under Option A would be less than what is code-required. In addition, the site's access to transit, retail, restaurants and other amenities would likely make it highly convenient for project residents not to own multiple automobiles. Finally, implementation of Mitigation Measure G-17 requiring development of a Transportation Demand Management (TDM) program and Mitigation Measure G-18, the street median would further justify the parking reductions. Therefore, despite the requirement for a parking variance, Option A would provide adequate parking, resulting in a less than significant parking impact.

With regard to parking for Option B, Option B would require a variance for the condominiums on Parcel B as there would be a shortfall on Parcel B of 137 spaces but overall a surplus on site of 177 spaces. Option B would provide 150 studio, loft and one-bedroom units and 67 two- and three-bedroom units on Parcel B, which is anticipated to be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters who would require one space per unit, rather than the two spaces per unit required by the LAMC for condominium units. Also, given the mixed-use nature of the project and access to transit, retail, restaurants and other amenities would make it highly convenient for project residents not to own multiple automobiles and implementation of Mitigation Measure G-17 and Mitigation Measure G-18 would further justify the

parking reductions. Therefore, Option B would provide adequate parking and impacts would be less than significant in this regard.

COMMENT NO. 13-5

Also, it would be better if this plan took into consideration its immediate neighborhoods. The tower is planted next to to [sic] the bell tower of the church, it makes no sense where it is located. The enclosed paseo may be pleasant for a condominium building, but does not provide adequate access and [sic] for neighborhood pedestrians.

RESPONSE NO. 13-5

Section IV.C, Historic Resources, of the Draft EIR, provides a detailed analysis of the project relative to the adjacent church. As indicated in Section IV.C, Option A would result in a significant indirect impact on the Church and Rectory. Option B would result in a less than significant indirect impact to the Church and Rectory.

In addition, Section IV.A, Aesthetics, and Section IV.D, Land Use, of the Draft EIR, provide analyses of the project relative to the immediate neighborhood. As indicated in the Draft EIR, Option A would result in a significant and unavoidable aesthetic impact relative to the church. Option B would result in a less than significant aesthetic impact. Option A and Option B would result in a less than significant impact with regard to land use.

With regard to public access, both Option A and Option B would provide open space areas that would be accessible to the public. As discussed in the Draft EIR, pages IV.D-19 through IV.D-23 and in Table IV.D-3, Project Consistency with Walkability Checklist, both Option A and Option B would provide a range of pedestrian amenities. These would include planting shade trees along Washington Boulevard and 10th Avenue, and installing benches, sidewalk improvements, and pedestrian lighting. The central plaza would be visible and directly accessible from Washington Boulevard.

COMMENT NO. 13-6

My vote is for them to go back to the drawing board. A development would be welcome, but it has to make sense for us, the neighbors that must live with it, as much as for the developers.

RESPONSE NO. 13-6

The comment expresses opposition to the project and contains general opinion. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

LETTER NO. 14

Lore Hilburg, Esq.
1651 Virginia Rd.
La, CA 90019

COMMENT NO. 14-1

I am a resident of LaFayette Square and have been since 2004. My address is 1651 Virginia Rd. I wish to address just a few of the issues raised in the DEIR and express my grave concern over the planned project for the property generally located at 10th and Washington. I understand that there are 2 plans being submitted by the developer to be approved simultaneously depending on which the developer, in its sole discretion, decides to build. Both involve retail, which, depending on the stores and services, is badly needed in this area. The other part is for 300 or 500 residential units with a building up to 12 stories in height.

RESPONSE NO. 14-1

The comment is general in nature regarding the description of the project. As indicated in Section II, Project Description, of the Draft EIR, due to changing market forces, the Applicant is requesting review of two development options, Option A and Option B, which are both fully evaluated in the Draft EIR. The purpose of the request for review of two options is to provide flexibility in order to respond to the market prevailing at the time entitlement has been completed. Therefore, additional environmental review would not be needed to proceed with either Option A or Option B, if approved by the City.

COMMENT NO. 14-2

For several reasons, such a project, as it is currently proposed, presents numerous problems for our community. I will innumerate three. The first is that the design violates the historic nature of the community and the City's plan for the Washington Blvd. corridor. This project includes not having the retail open onto Washington needed for a pedestrian friendly development and having a massing that totally overwhelms the surrounding one and two story buildings. Although offers were made by local architects to provide helpful input into the design, none of their suggestions appear to have been implemented.

RESPONSE NO. 14-2

The comment is general in nature regarding the project and expresses opposition to the project. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

However, Section IV.A, Aesthetics, and Section IV.D, Land Use and Planning, contain detailed analyses of the visual quality and character of the project, compatibility of Option A and Option B with the surrounding area, and consistency with applicable local and regional plans. In addition, Section IV.C, Historic Resources, of the Draft EIR, provides a detailed analysis of potential direct and indirect impacts to historic resources from implementation of the project. Please see Response to Comment No. 7-2 for a detailed discussion regarding the UNNC Proposal for the Washington Boulevard Specific Plan. Please see Response to Comment No. 6-3 and Figures II-1 and II-2, which show the pedestrian access for the project along the street frontages. In addition, please see Figures II-7, II-8, II-9, and II-10 contained in Response to Comment No. 6-3, which show existing views and simulations of Option A and Option B along 10th Avenue and Washington Boulevard. In addition, please see Figure 24 contained in Response to Comment No. 8-13 for a simulation of Option A from the residential neighborhood to the south of the site.

COMMENT NO. 14-3

The second problem is the impact on traffic. The traffic on Crenshaw already severely exceeds what the street can handle. Washington has a school almost directly across the street from the proposed project, a middle school exists one block north and a new school is being built only a few blocks east. Traffic on Washington in the mornings getting to Crenshaw is already extremely heavy. I understand that there is no ability to mitigate this traffic problem, at least as to Crenshaw.

RESPONSE NO. 14-3

As discussed in Response to Comment No. 13-2, Appendix E of the Draft EIR contains the Traffic Study that was prepared for the project. The technical study is summarized in Section IV.G, Transportation/Circulation, of the Draft EIR. As indicated in Section IV.G of the Draft EIR, Option A would significantly impact the intersection of Washington Boulevard/Crenshaw Boulevard during both peak periods and the intersection of I-10 Freeway Eastbound Ramps/Arlington Avenue during the A.M. peak-hour, prior to mitigation. Implementation of Mitigation Measures G-14 and G-15 as well as the recommended improvement to the northbound approach of the Washington Boulevard/Crenshaw Boulevard intersection would reduce the significant impact to the Washington Boulevard and Crenshaw Boulevard intersection during the P.M. peak hour to a less than significant

level. However, while mitigation could reduce the impact during the A.M. peak hour, the LADOT has determined that there is not sufficient roadway width on Crenshaw Boulevard to accommodate a drop lane without significant widening on the east side of Crenshaw Boulevard north of Washington Boulevard. Therefore, impacts at the Washington Boulevard and Crenshaw Boulevard intersection during A.M. peak period would remain significant and unavoidable.

With regard to Option B, Option B would also result in a significant traffic impact at Venice Boulevard/Crenshaw Boulevard during the P.M. peak hour and at Washington Boulevard/Crenshaw Boulevard during both the A.M. and P.M. peak hours. Option B would result in a significant and unavoidable traffic impact at the Washington Boulevard/Crenshaw Boulevard intersection during the A.M. peak hour and a significant and unavoidable traffic impact to the Venice Boulevard/Crenshaw Boulevard intersection during the P.M. peak hour.

Given that mitigation measures were considered but determined to be infeasible by the LADOT, no feasible mitigation exists to reduce the impact to a less than significant impact. Therefore, both options would result in significant and unavoidable traffic impacts. As such, in accordance with CEQA Guidelines Section 15093, a Statement of Overriding Considerations will be required if the project is approved. CEQA Guidelines Section 15093(a) requires "...the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project."

COMMENT NO. 14-4

Moreover, parking is now a large problem for the surrounding neighborhoods since Crenshaw has none. If this project does not have 4 spaces per bedroom (admittedly far more than zoning requires), it will surely impact the community in a very negative way.

RESPONSE NO. 14-4

As discussed in Response to Comment 13-4, Section IV.G, Transportation/Circulation, of the Draft EIR contains a detailed parking analysis. Section 12.21(A)4 of the LAMC requires 1.0 parking space per studio unit, 1.5 parking space per one-bedroom unit, and 2.0 parking spaces per two-bedroom unit for apartment uses. For retail and restaurant uses located in a Community Redevelopment Area and/or an Enterprise Zone and not in the Downtown Parking District, the LAMC requires 2.0 parking spaces per 1,000 square feet. For condominium uses, the parking requirement is determined by the City's Deputy Advisory Agency. For this project, 2.0 parking spaces for the residents plus 0.25 parking spaces for guests would be required per condominium unit. The requested parking of four spaces per bedroom exceeds the current City requirement.

As indicated in Section IV.G, Option A would require a variance to provide parking in an amount that is less than what is required by the City code. Option A would result in a shortfall of 39 to 210 parking spaces, for development of apartments or condominiums respectively. However, given the size of the units proposed, it is anticipated that these units would be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters. Therefore, the parking demand for most of these residents would be one space per unit, rather than the two spaces per unit required by the base code for condominium units. Also, given the mixed-use nature of the project, some of the patrons and employees of the on-site retail and restaurant uses would include residents of the project as well as those who would likely take transit/alternative modes of transportation to and from the project site. In addition, the site's access to transit, retail, restaurants and other amenities would likely make it highly convenient for project residents not to own multiple automobiles. Finally, implementation of Mitigation Measure G-17 requiring development of a Transportation Demand Management (TDM) program and Mitigation Measure G-18, the street median would further justify the parking reductions. Therefore, despite the requirement for a parking variance, Option A would provide adequate parking, resulting in a less than significant parking impact.

With regard to parking for Option B, Option B would require a variance for the condominiums on Parcel B as there would be a shortfall on Parcel B of 137 spaces but overall a surplus on site of 177 spaces. Option B would provide 150 studio, loft and one-bedroom units and 67 two- and three-bedroom units on Parcel B, which is anticipated to be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters who would require one space per unit, rather than the two spaces per unit required by the LAMC for condominium units. Also, given the mixed-use nature of the project and access to transit, retail, restaurants and other amenities would make it highly convenient for project residents not to own multiple automobiles and implementation of Mitigation Measure G-17 and Mitigation Measure G-18 would further justify the parking reductions. Therefore, Option B would provide adequate parking and impacts would be less than significant in this regard.

COMMENT NO. 14-5

The third problem is that the current project does not provide green space. CD 10 has the fewest parks per capita of all council districts in the city. Some of this property should be set aside for a park and community garden.

RESPONSE NO. 14-5

Section IV.F.4, Parks and Recreation, of the Draft EIR, provides a detailed analysis of the proposed project on parks and recreational facilities that would serve the project's future residents. As

indicated in Section IV.F.4 of the Draft EIR, compliance with Mitigation Measure F.4-1, in addition to the project's provision of 137,000 square feet of common open space under Option A, and 91,450 square feet of common open space under Option B, respectively, would ensure that the intent of the PRP's parkland standards would be met, and thus, impacts relative to the PRP would be less than significant. Furthermore, the mitigation measure would ensure that impacts to park and recreational facilities associated with the proposed project, based on the maximum requirements established under Section 17.12 of the LAMC, would be less than significant.

COMMENT NO. 14-6

None of these problems are addressed adequately by the DEIR. Therefore I strongly urge the City to make the appropriate changes to this project so that it is a benefit to the community in which it will be located rather than an enormous burden. I appreciate the attention you will give to these concerns and those of my neighbors.

RESPONSE NO. 14-6

The comment expresses a general statement regarding the adequacy of the Draft EIR. Please see Response to Comment Nos. 14-2 through 14-5, which address the specific concerns raised in the letter. As indicated in the responses to the comments in the comment letter, the Draft EIR adequately analyzes the potential impacts regarding design, traffic, parking, and open space and provides mitigation measures as appropriate. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

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LETTER NO. 15

Jennifer Johnson
Team-Johnson@Ca.Rr.Com

COMMENT NO. 15-1

I just heard Mee Semcken speak about the development of Washington Square. As excited as I am about the development of my neighborhood, I am concerned about the design, purpose and impact of this project. I'm worried that this project is going to happen before we have an opportunity to really think this through. I worry about traffic. I worry about parking. I worry about more concrete. I worry about all the new residents. And finally I worry about what chains will anchor this area. Please keep us posted and hear our concerns. And for the record I dislike both options. Thank you, Jennifer Johnson of La fayette [sic] square.

RESPONSE NO. 15-1

The comment expresses opposition to the project and contains general opinion. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. However, with regard to traffic and parking, Section IV.G, Transportation/Circulation, of the Draft EIR, provides a detailed analysis of potential traffic and parking impacts that would result from Option A and Option B. As indicated in Section IV.G of the Draft EIR, Option A would result in a significant and unavoidable traffic impact at the Washington Boulevard and Crenshaw Boulevard intersection during A.M. peak period. Option B would result in a significant and unavoidable traffic impact at the Washington Boulevard/Crenshaw Boulevard intersection during the A.M. peak hour and a significant and unavoidable traffic impact to the Venice Boulevard/Crenshaw Boulevard intersection during the P.M. peak hour. Please see Response to Comment No. 13-2 for a more detailed response regarding the traffic analysis.

With regard to parking, despite the requirement for a parking variance, Option A would provide adequate parking, resulting in a less than significant parking impact. As with Option A, despite the need for a variance for parking on Parcel B, Option B would provide adequate parking and impacts would be less than significant in this regard. Please see Response to Comment No. 13-4 for a more detailed response regarding the traffic analysis.

With regard to the increase in residential population, potential impacts to services and utilities as a result of the increase in population at the site have been addressed in the Initial Study, which is contained in Appendix A of the Draft EIR, and in Section F, Public Services (Fire Protection, Police

Protection, Schools, Parks and Recreation, and Libraries), and Section H, Public Utilities (Water and Wastewater).

With regard to concrete, as indicated in Section IV.A, Aesthetics, of the Draft EIR, the site is currently developed with buildings and a large surface parking lot. On-site vegetation is limited. Tables IV.F-17 and IV.F-18 provide a detailed breakdown for Option A and Option B of the open space required and provided for each option, respectively. The proposed development would result in a greater amount of open space and landscaping than currently exists on the site.

The comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

LETTER NO. 16

Patricia Judice
1614 S. Victoria Avenue
Los Angeles, CA 90019

COMMENT NO. 16-1

This letter is to register my disapproval of the proposed development of the Washington Square Mixed Unit Project ENV-2007-5046-EIR, at the address 4020-4060 Washington Blvd. Los Angeles, 90018.

The project as currently designed, does not enhance the quality of life in the neighborhood. The proposal has no design aspect that opens to and therefore enhancing the area, instead, it presents an urban walled fortress, unfriendly, unwelcoming, and disconnected.

As a 25-year resident of the area, I enjoy the diversity and the mixed-use neighborhood friendly path that our respective neighborhood associations (Lafayette Square, Washington Square, Arlington Heights, etc.) so actively and passionately support. The continued development of human-scale urban development is in all of our best interest. It creates stronger community, smarter children, supported elders, and thriving businesses serving the community. A healthy community creates a healthy and self-sufficient city.

In no way, do I condone, Project ENV-2007-5046-EIR. I firmly believe that it will denigrate my community's livability and I firmly object to its approval by your committee.

RESPONSE NO. 16-1

The comment expresses opposition to the project and contains general opinion. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

However, Section IV.A, Aesthetics, and Section IV.D, Land Use and Planning, contain detailed analyses of the visual quality and character of the project, compatibility of Option A and Option B with the surrounding area, and consistency with applicable local and regional plans. In addition, Section IV.C, Historic Resources, of the Draft EIR, provides a detailed analysis of potential direct and indirect impacts to historic resources from implementation of the project. Please see Response

to Comment No. 6-3 and Figures 1 and 2, which show the pedestrian access for the project along the street frontages. In addition, please see Figures 7, 8, 9, and 10 contained in Response to Comment No. 6-3, which show existing views and simulations of Option A and Option B along 10th Avenue and Washington Boulevard. Please see Figures 14 through 21 in Response to Comment No. 8-8, which provide additional information regarding the elevations of the buildings. In addition, please see Figure 24 contained in Response to Comment No. 8-13 for a simulation of Option A from the residential neighborhood to the south of the site.

LETTER NO. 17

Detra Mcfarland
Dmcfarland2@Att.Net

COMMENT NO. 17-1

Good Morning Mr. Somers,

I am a resident living near the Washington Square Redevelopment Project. I have read the Environmental Impact Notice mailed to the local residents. Both Options A or B would increase the pedestrian and motor traffic in the area. Has anyone from your department viewed that area in the morning from 7:00 A.M. to 8:30 A.M.? The traffic on Washington Blvd. just before 10th Avenue to Crenshaw Blvd. is bumper to bumper. Having an additional 342 to 550 residential units added to the area would make a significant impact to the current traffic situation. One should consider that Bronson Avenue would have major traffic jams because of the Johnnie Cochran Middle School traffic which has created situations that have cause near accidents. If you respond, please email me at dmcfarland02@att.net.

RESPONSE NO. 17-1

A Traffic Study, which is provided in Appendix E of the Draft EIR and summarized in Section IV.G, Transportation/Circulation, of the Draft EIR, provides a detailed analysis of potential traffic impacts from Option A and Option B. The Traffic Study analyzes potential impacts at 16 study intersection and along two residential street segments. The Traffic Study was prepared under the direction of the City of Los Angeles Department of Transportation (LADOT). As shown in Figure IV.G-1 of the Draft EIR, five intersections along Washington Boulevard, including the intersection of Washington Boulevard and Crenshaw Boulevard (Intersection No. 6) and Washington Boulevard and 10th Avenue (Intersection No. 7), were analyzed in the Traffic Study. As indicated in Section IV.G of the Draft EIR, Option A would result in a significant and unavoidable traffic impact at the Washington Boulevard and Crenshaw Boulevard intersection during A.M. peak period. Option B would result in a significant and unavoidable traffic impact at the Washington Boulevard/Crenshaw Boulevard intersection during the A.M. peak hour and a significant and unavoidable traffic impact to the Venice Boulevard/Crenshaw Boulevard intersection during the P.M. peak hour.

The commentor provides an email address to be used for responding. The City includes all persons commenting on the Draft EIR in the distribution list of persons to receive future notices regarding the project.

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LETTER NO. 18

Joseph McManus
McManus Restoration
1648 Buckingham Rd
La Fayette Square
Los Angeles, CA 90019

COMMENT NO. 18-1

I live directly behind Lore Hilburg, at 1648 Buckingham Rd, in La Fayette Square. I have read her letter to you and I agree with it completely. (I have included her original letter, below, but I am assuming that you have received it already). I have also read the letter written to you on behalf of the UNNC and found all of their stated objections to be exactly in line with my concerns for my neighborhood.

Please consider this email as an official no vote on this proposed project for the reasons eloquently detailed in both of the mentioned letters.

Thank you for your time.

RESPONSE NO. 18-1

The comment expresses opposition to the project and references two other comment letters submitted to the City. For detailed responses to the letter from Lore Hilburg, please see Comment Letter No. 14 and its associated responses. For detailed responses to the letter from UNNC, please see Comment Letter No. 7 and its associated responses. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

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LETTER NO. 19

Laura Meyers
Independent Journalist
1818 South Gramercy Place
Los Angeles, CA 90019

COMMENT NO. 19-1

I am a longtime land use advocate in the Historic West Adams District, and am quite familiar with the City's Citywide General Plan Framework. In the Draft Environmental Impact Report for the proposed Washington Square development, there are numerous instances where the Applicant states the project is "Consistent" with the Framework. In many of these instances I respectfully disagree.

I have prepared this outline to accompany the various submissions from my colleagues in West Adams. The fact that this memo does not address other issues does not infer any agreement on my part with any other section(s) of the DEIR.

The Washington Square DEIR cherry picks among Framework Goals, Objectives and Policies to demonstrate consistency only with those where a case can be made, ignoring other examples where the proposed project is clearly inconsistent.

RESPONSE NO. 19-1

The comment is introductory in nature and does not include a specific statement regarding the contents of the Draft EIR. The specific comments are provided in the letter in Comments 19-2 through 19-17, below. Please see the associated responses for detailed responses to the specific comments. Please see Comments and Responses No. 19-2 through No. 19-17, below.

COMMENT NO. 19-2

In the Aesthetics Chapter:

Applicant cites Land Use, "Objective" 3.1.6 (should be "policy"), the implementation of streetscape amenities that enhance pedestrian activity. We do not see an item with that number that matches this description, but in any case neither Option A nor Option B would enhance pedestrian activity along Washington Boulevard, as the development turns its back to the boulevard.

RESPONSE NO. 19-2

Section IV.A, Aesthetics, of the Draft EIR cites “Objective 3.16” of the General Plan Framework, not Policy 3.1.6. Policy 3.1.6 of the General Plan Framework allows for the adjustment of land use boundaries as follows and is not applicable to the proposed project:

“Allow for the adjustment of General Plan Framework Element land use boundaries to account for changes in the location or introduction of new transit routes and stations (or for withdrawal of funds) and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the General Plan Framework Element and the *Land Use/Transportation Policy*.”

As indicated in Table IV.A-1 of the Draft EIR, Objective 3.16, which is a land use objective of the Framework Element, is included in the evaluation of the consistency of the proposed project (Option A and B) with applicable policies. Objective 3.16 addresses design and pedestrian activity as follows: “Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.”

Objective 3.16, which supports Goal 3L to promote pedestrian activity and provide a quality experience for the City's residents, is considered applicable to the project since it pertains to building design and streetscape amenities that support pedestrian activity. The proposed project would be consistent with this policy since Option A and Option B would enhance pedestrian activity by generating activity between surrounding uses and the project site. As shown in Figures 1 and 2 (see Response to Comment No. 6-3) in addition to the primary pedestrian entrances along Washington Boulevard and 10th Avenue, direct pedestrian entrances into the buildings along Washington Boulevard and 10th Avenue could occur as an option. Sidewalk improvements, street trees, benches, landscaped setbacks along Washington Boulevard, the potential for street-facing retail/restaurant uses along 10th Avenue and Washington Boulevard, and pedestrian access to the project's plaza-level retail/restaurant uses via two 15-foot wide sidewalks from Washington Boulevard and two five-foot-wide sidewalks from 10th Avenue would support pedestrian activity. Option A and Option B would further contribute to pedestrian activity by locating residential units within a commercial area. The introduction of new residents to an area with an existing public library, school, church, and other commercial uses that are within walking distance, would generate more pedestrian activity between the project site and surrounding uses and further encourage and support pedestrian activities. In addition, as previously discussed in Response to Comment No. 6-5, Mitigation Measure D-1 has been added to the Final EIR to ensure that the final site plan will be consistent with the objectives of the City's walkability checklist.

COMMENT NO. 19-3

And, Applicant fails to cite Land Use policy 3.2.4 (on the next page), which "Provide[s] for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts."

RESPONSE NO. 19-3

Section IV.D, Land Use and Planning, of the Draft EIR contains an analysis of the relevant land use objectives and policies. Table IV.D-1 of the Draft EIR provides a detailed analysis of the consistency of the project with applicable objectives and policies of the General Plan Framework. Land Use Policy 3.2.4 is included in Table IV.D-1 (page IV.D-22). This policy relates to land use compatibility as follows: "*Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.*" The comparison of the proposed project with Policy 3.2.4 states that Option A and Option B would create a mixed-use development that would enhance the character of the area's commercial component. The discussion of Policy 3.2.4 in the Draft EIR determined, however, that Option B would be consistent. However, Option A would be partially consistent with the policy since Option A's 18-story building would not be compatible in scale with the surrounding community. However, as indicated in Section IV.D, of the Draft EIR, the project site and surrounding neighborhood are located within a redevelopment area. Therefore, it is anticipated that the surrounding neighborhood would be changing with additional redevelopment projects, similar to Option A. Thus, Option A would be generally compatible with the surrounding properties.

As indicated in Section IV.D, of the Draft EIR, the area immediately surrounding the project site is low-rise and mid-rise in character as a result of the types of land use occupying the Washington Boulevard corridor and the adjacent low-rise residential neighborhoods. In the project area, the industrial zoned-area lining both sides of Washington Boulevard between 10th Avenue and downtown Los Angeles is low-rise because of the nature of the uses (manufacturing, auto repair, car lots, etc.). The interface of low and medium density residential neighborhoods interfacing strip commercial and industrial uses along the City's corridor streets is a common development pattern throughout the City. As such, most existing and proposed mid-rise and high-rise projects along the City's commercial corridors interface low-rise residential neighborhoods. These higher intensity uses on commercial lots are not considered to affect the prevailing character and scale of the interfacing neighborhoods. The project site is located in a designated Mid-City Corridor site, which is identified as underutilized in the Mid City Corridor Redevelopment Plan and intended for upgrade and higher intensity development. It is also located in an Enterprise Zone and a Compass

Blueprint Opportunity Area, which encourage the intensification of development within cities and urban centers.

The project site is an existing developed commercial property, which because of its unusual depth, interfaces existing residential uses along the south frontage as well as across 10th Avenue. The project's 10th Avenue frontage faces an existing industrial strip along the south side of Washington Boulevard, a private school and apartments located to the south of the industrial pocket, and some single-family residences. As discussed in the Draft EIR, these uses, which are separated from the project site by 10th Avenue, would not be significantly impacted by noise, light, glare, shade or other affects of the project. The incorporation of residential units along the project's 10th Avenue frontage would be more consistent with the residential character of the east side of 10th Avenue than the existing, large asphalt parking lot now facing these uses. The project's south frontage interfaces a driveway and detached garages associated with duplexes and triplexes fronting 21st Street. As these uses now interface the back, 19-foot-high concrete wall and open trash collection area for the existing shopping center, the change in the interface from the existing commercial to proposed multi-family units would not significantly change the character of this residential area. Also, the south frontage would be primarily residential in character, which would be more in keeping with the adjacent residential uses. As indicated in the Draft EIR, the project would not significantly impact this area with respect to views, noise, light and glare, shade, or other environmental affects. Although Option A and Option B would result in buildings that would be taller than residential uses along 21st Avenue, the orientation of these existing residential buildings is toward 21st Street and not the project site. With the exception of the multi-family residence at the northwest corner of 21st Street and 10th Avenue, these residences do not share any common street frontage with the site. Because the proposed project (Option A and Option B) would not encroach into any existing residential properties, share common street frontage with adjacent residential uses, and would introduce residential uses to the adjacent multi-family zoned neighborhood, the Draft EIR concludes that Option A and Option B would be consistent with Policy 3.2.4 of the General Plan Framework.

COMMENT NO. 19-4

Applicant cites Urban Form Goal 5A, the creation of a livable City for existing and future residents, but ignores Objective 5.1, which calls for community plans that build on distinct individual neighborhoods' respective attributes. The West Adams Baldwin Hills Community Plan has implemented this Objective, but the project as proposed **is in conflict with the Framework and the Community Plan.**

RESPONSE NO. 19-4

The sentence preceding Objective 5.1 of the General Plan Framework, discusses the role of neighborhood design in the planning process and states: *“Although good neighborhood design is a key to creating a livable City, the Framework Element does not directly address the design of individual neighborhoods or communities. Instead, it embodies generic neighborhood design policies and implementation programs that can guide local planning efforts, thereby laying the foundation upon which the City's community plans can be updated.”* Objective 5.1, which states: *“Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate ‘proactive’ implementation programs,”* applies to the City’s development of the community plans, including the West Adams-Baldwin Hills-Leimert Community Plan, and is not directly applicable to the proposed project. Objective 5.1 refers to the more detailed articulation of land use and design designations through the community plan, than through the Framework Element. Section IV.A, Aesthetics, and Section IV.D, Land Use, of the Draft EIR discuss the policies and designations of the West Adams-Baldwin Hills-Leimert Community Plan relative to design (aesthetics) and land use (compatibility). Therefore, the Draft EIR addresses the more articulated land use policy understood to be achieved under Objective 5.1.

COMMENT NO. 19-5

Applicant correctly cites Objective 5.2, which encourages future development in nodes along commercial corridors, but then ignores Policy 5.2.2b on the next page, "Buildings in community centers generally should be two to six stories in height, with the first several stories located along the sidewalk. They should also incorporate the pedestrian-oriented elements defined in Policy 5.8.1. Either housing or office space may be located above the ground floor storefronts." The Project as proposed is **not** Consistent with this Policy.

RESPONSE NO. 19-5

As indicated in Section IV.A, Aesthetics, of the Draft EIR, the proposed project would be consistent with Objective 5.2 to *“Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.”* However, as discussed in Response to Comment No. 8-13, the project site is not located within a designated Community Center under the General Plan Framework, and as such, Policy 5.2.2b is not applicable to the project. The references to the Community Center designation and respective Community Center policies have been deleted from the Draft EIR. Please see Section IV, Corrections and Additions, of this Final EIR.

Although not a designated Community Center, as defined in Objective 5.8, the project's Washington Boulevard frontage would be consistent with Policy 5.8.1 that encourages the establishment of a strong pedestrian orientation in the City's designated centers (please refer to Response to Comment No. 19-2, above, regarding pedestrian access and pedestrian activity).

COMMENT NO. 19-6

Applicant cites Objective 5.5, "enhance the liveability of all neighborhoods," but then ignores Policy 5.5.2 just below, "install 'slow residential streets' where requested by residents and feasible" - the point being, the DEIR fails to discuss the traffic impacts of this massive project on neighboring residential streets and thus also fails to be consistent with the Framework.

RESPONSE NO. 19-6

Policy 5.5.2 of the General Plan Framework to "*install slow residential streets where requested by residents and feasible within the established street hierarchy, including speed bumps, diagonal parking, widened sidewalks and narrowed streets*" applies to public works improvements that are initiated and implemented by the City and not by a private developer (although the Department of Public Works may require such features if deemed consistent with public improvements programs administered by that department). Policy 5.2.2 is not within the discretion of a project developer or directly applicable to the proposed project. However, Section IV.G, Transportation/Circulation, of the Draft EIR, provides a detailed traffic analysis for Option A and Option B. With regard to residential street segments, as indicated in Response to Comment No. 7-8, the scope of the traffic analysis was expanded to include an analysis of residential street segments in response to concerns raised at the scoping meeting for the proposed project. The residential street traffic analysis was conducted to determine the potential residential traffic intrusion impacts on the two roadway segments expected to be most heavily impacted by project traffic: 10th Avenue, south of 23rd Street, and 21st Street, east of 10th Avenue.

As indicated in Section IV.G of the Draft EIR, the trips generated under Option A would result in less than significant impacts to the residential street segments analyzed. Under Option B, a significant impact is projected for the street segment of 10th Avenue, south of 23rd Street. Mitigation Measure G-16 is recommended to reduce the significant impact to the residential street segment to a less than significant level. Mitigation Measure G-16 requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT.

COMMENT NO. 19-7

Applicant misrepresents Objective 5.8, Policy 5.8.1 and the project's implied consistency to this objective by stating the project encourages a "strong pedestrian orientation" by providing landscaped pedestrian walkways and open air plazas internal to the project itself. A pedestrian-oriented development enlivens the street on the outside of its development with storefronts and similar; it does not create an "oasis" that turns its back to the outside world. The project specifically does not have "Shops with entrances directly accessible from the sidewalk and at frequent intervals," and thus **neither Option A nor B should have been labeled "Consistent."**

RESPONSE NO. 19-7

The proposed project (Option A and Option B) would be consistent with Policy 5.8.1 because, with the exception of the setback of the broad entrance plaza along Washington Boulevard, building exteriors would be located along the edge of the public sidewalk (i.e., would not be separated from the sidewalk by surface parking lots, large lawns or similar setbacks); building walls along the street frontage would be generally continuous; ground floors would be occupied by commercial uses; and direct access to commercial uses along the street frontage would be optional along some segments of Washington Boulevard and 10th Avenue. The project site is unusually deep, compared to most commercial areas accessible to pedestrians. Therefore, interior frontages that are pedestrian accessible from Washington Boulevard via a large, open plaza and staircase, are necessary to allow access to a variety of commercial store fronts from areas that are open to the sky. As also set forth in Policy 5.8.1, the project would provide pedestrian lighting on the public sidewalks, display windows at the street level, enclosed parking, and bicycle parking.

COMMENT NO. 19-8

Applicant cites Policy 3.1.3 related to the establishment of Open Spaces, without acknowledging that the primary users of the private open space within this development will be its own residents and retail users (rather than the general public meandering by; this is NOT a neighborhood park or urban open space, which impliedly are public.) Not every project needs to comply with every Framework objective, but we wonder why Applicant needs to repeatedly indicate that this project offers (private) green space in response to stated public arena goals.

RESPONSE NO. 19-8

Section IV.D, Land Use, of the Draft EIR, compares Option A and Option B to General Plan Framework Policy 3.1.3, which is to: *"Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents and may include a citywide linear*

network of parklands and trails, neighborhood parks, and urban open spaces.” Section IV.D of the Draft EIR indicates that the proposed project would be consistent with this policy since Option A would provide 145,000 square feet (approximately 3.3 acres) of open space to serve an estimated residential population of 1,526 and Option B would provide 100,000 square feet (approximately 2.3 acres) to serve an estimated residential population of 954 new residents. Common open space under both options would include landscaped pedestrian walkways along gardens, open air plazas, and pedestrian/vehicular linkages in and around the commercial uses and condominiums for on-site residents. The obligation of a private development is to provide open space for onsite residents and not to initiate or implement public works projects (such as public parks and trails), which is the responsibility of the City. As Option A and Option B would provide open space for their residents, the project would support the City’s public open space policies by reducing demand on public open space. Option A and Option B would also enhance the public sidewalk with widening, streetscape and landscape, and would provide an open, landscaped plaza that would be available to the public during business hours and, therefore, would further support the City’s open space policy.

COMMENT NO. 19-9

Land Use:

In this vicinity, Washington Boulevard is primarily currently zoned (except this stretch) as [Q]CM, commercial manufacturing with "no residential" It is **NOT** designated as a "mixed use boulevard" on the Long Range Land Use Diagram. Although we support mixed use on Washington Boulevard, the Applicant **cannot state** that this project is Consistent to Policy 3.1.4 or 3.2.2, with or without approval of the proposed entitlements.

RESPONSE NO. 19-9

The area along Washington Boulevard to the west of 10th Avenue is designated as commercial and zoned C2 (Commercial); the area to the east of 10th Avenue is designated as industrial and zoned (Q) CM (Commercial Manufacturing). Uses permitted in the latter are primarily manufacturing, fabrication and assembly of goods and appliances. Auto service and repair uses are also permitted, as evidenced in the auto repair shops as the southeast corner of Washington Boulevard and 10th Avenue. The comment is correct that Washington Boulevard is not designated as a “mixed use boulevard” adjacent to the project site. References to “mixed use boulevard” have been deleted from the comparison of the project to Policies 3.1.4 and 3.2.2 (please see Chapter IV, Corrections and Additions, of this Final EIR). It is noted, however, the West Adams-Baldwin Hills-Leimert Community Plan designates Washington Boulevard as “mixed use” to the east and west of this street segment and that mixed-use in an existing commercial area is generally supported by the General Plan Framework.

Irrespective of the reference to “mixed use boulevard,” the proposed project would be substantially consistent with the Policy 3.1.4 to “accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram,” and Policy 3.2.2 to “improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.”

COMMENT NO. 19-10

There is a difference between "maintain" and "enhance." The Applicant cites Policy 3.2.4, "Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts." Applicant claims Consistency (or partial Consistency) based on its purported enhancement of the character of the area. But projects are to MAINTAIN the character and be compatible with the character of the neighborhood. The project is **not** Consistent.

RESPONSE NO. 19-10

General Plan Framework Policy 3.2.4 is to “*provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.*” The existing commercial site is consistent with the prevailing land use pattern in the City in which commercial and industrial corridors along the City’s main boulevards interface with adjacent low and medium density residential uses. As indicated in Section IV.D, Land Use, of the Draft EIR (page D-22), the proposed mixed-use development would “enhance” the character of the area, including the adjacent residential area, since it would upgrade the project site and incorporate residential uses in a commercial property in proximity to existing residential neighborhoods. The EIR states, however, that Option A would not be consistent with this policy in that its high-rise element would not be compatible in scale with the surrounding residential and commercial uses.

The reference to “maintain” in Policy 3.2.4 is specific to residential neighborhoods. The project site is a large, existing commercial property that is developed with an indoor swap meet and a variety of strip commercial uses. The proposed project would be located entirely within the existing commercial site and would not occupy any existing residential properties. Also, the understanding of “maintaining” the character of an area is to prevent a use that would cause an area to deteriorate. The proposed project would upgrade the existing commercial site and would improve the commercial frontages along Washington Boulevard as well as provide new housing. With the exception of the tower element (which, as discussed in the Draft EIR would contrast with the scale of the surrounding area), the project would enhance the existing setting. Therefore, the conclusion

of consistency with Policy 3.2.4 is correct and supported by the discussion of the surrounding area and project design features in the Draft EIR.

COMMENT NO. 19-11

Applicant identified Goal 3C but skipped over the preamble. The Overview paragraph introducing the Multi-Family Residential section of the Framework states: "It is the intent of the Framework Element to maintain existing stable multifamily residential neighborhoods. In those stable neighborhoods characterized by a mix of densities and dwelling types, permitted densities may be reduced to levels consistent with the character of the entire area in order to minimize impacts on infrastructure, services, and/or maintain or enhance the residents' quality of life." This project as proposed has **not** been designed at a level consistent with the character of the neighborhood.

RESPONSE NO. 19-11

The "Overview" statement preceding Goal 3C is not a policy or objective of the General Plan Framework and, therefore, is not directly addressed in the Draft EIR. However, the overview states that the intent of the Framework Element is to maintain existing stable multi-family residential neighborhoods and that the loss of potential units can be offset by the provision of new housing opportunities in mixed-use districts, centers, and boulevards. The overview also states that the Framework Element establishes guidelines to achieve higher quality multi-family dwellings, such as design character, amenities, and open space. The proposed project would not be constructed in a residential zone or cause the loss of any existing residential units. The project site directly backs up to a driveway and detached garages associated with duplex and triplex development fronting 21st Street. Because this residential area and the project site do not share common street frontage, the project would not result in a contrast or encroachment that would destabilize the adjacent residential area. In addition, the project (Option A and Option B) would be consistent with the intention of the multi-family goal of the Framework through the incorporation of additional housing in a high-quality, mixed-use setting without causing the loss or removal of any multi-family housing.

COMMENT NO. 19-12

The Applicant states that the project is Consistent with Policy 3.7.4, which in turn refers to the Framework's Urban Form and Neighborhood Design chapter. **Neither Option A nor Option B actually is at all consistent** with the forms and designs outlined for Community Center commercial in that chapter (see below).

RESPONSE NO. 19-12

As discussed in Section IV.D, Land Use and Planning, of the Draft EIR, the proposed project would be consistent with Policy 3.7.4, which is to “improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.” Specifically, the project would result in a mixed-use development with high-density residential and commercial uses along a transportation corridor. The development would include architectural enhancements that would improve the aesthetic character of the project site. Finally, the project would include plazas, extensive landscaping, and streetscape improvements that would serve to enhance the pedestrian environment. As discussed in Section IV.A, Aesthetics, of the Draft EIR (see Table IV.A-1), the project would be substantially consistent with applicable policies of General Plan Framework Chapter 5, Urban Form and Neighborhood Design. However, the proposed project is not located within a designated Community Center. Objective 5.8, which applies to Community Centers is not strictly applicable to the project. In addition, height limitations for Community Centers set forth in 5.2.2(b) would not be applicable to the project. The issue of building height under Policy 5.2.2(b) is not addressed in the Draft EIR. However, the references in the Draft EIR to “eight-story” building heights as applied to Community Centers, is based on information provided in a former hard copy of the General Plan Framework. The current electronic version of the Framework on the City’s website lists maximum building heights in such centers as “six stories.” (Please see the Citywide General Plan Framework- An Element of the City of Los Angeles General Plan, Chapter 3- Land Use Goals, Objectives, and Policies; Issue Two: Uses, Density, and Character- “Community Centers” available online at: “<http://cityplanning.lacity.org/Cwd/Framwk/chapters/03/03204.htm>”) However, the evaluation of “Community Center” policies and references to “Community Center” have been deleted from the EIR. See Chapter IV, Corrections and Additions, of this Final EIR).

COMMENT NO. 19-13

Applicant cites Goal 3E, but once again skips over its introductory paragraphs related to Community Centers, wherein the Framework states not only that building heights range from two to six stories *depending on the character of the surrounding area*, but also that “in areas of the City where urban patterns are established, continuation of the exterior building walls will be important to induce pedestrian activity.” Applicant has once again confused (or misled); a pedestrian oriented center is not one that provides plazas as “gathering places.” The project is **not** Consistent with this Goal.

RESPONSE NO. 19-13

The introductory paragraph for Goal 3E applies to “Community Center” designations within the General Plan Framework. As indicated in Response to Comment No. 8-13, the project site is not located within a designated Commercial Center. As such, the discussion of Goal 3E, which applies to designated centers has been deleted from the Draft EIR. Therefore, no new text in reference to Community Centers will be added to the Draft EIR. Please see Section IV., Corrections and Additions, of this Final EIR.

COMMENT NO. 19-14

In both Option A and Option B, the project has buildings that are too tall to be compatible with the character of the neighborhood. Although a Community Center development may reach six stories in height, that is a maximum. The actual height should be predicated by the existing character of the neighborhood. And height should transition far more than (we think, without actual renderings) either Option A or B does. The project is **not** Consistent with Policy 3.9.1, or 3.9.6.

RESPONSE NO. 19-14

Policy 3.9.1, which is to accommodate the development of community-serving commercial uses and services and residential dwelling units in areas designated as Community Center, is not applicable to the project site. References to “Community Center” and evaluation of policies related to Community Center have been deleted from the Draft EIR (see Section IV, Corrections and Additions, of this Final EIR). However, the project site is located a designated Mid-City Corridor site, which is deemed as underutilized in the Mid City Corridor Redevelopment Plan and intended for upgrade and higher intensity development. The existing project site, consisting of low-intensity strip-commercial uses and a surface parking area, exhibits poor design and underutilized characteristics. The 7.8-acre (343,225-square- foot) site is occupied primarily by an asphalt surface parking lot and, with the exception of the most northeast building (which has a total floor area of 59,000 square feet), all buildings on the site are single story and strip commercial in character. Under the CRA’s Mid-City Recovery Redevelopment Project (Mid-City Corridors), the corridors making up the Recovery Redevelopment Project were characterized with serious physical and economic blighting conditions, including stagnant property values, low rents, lack of community services and amenities and high unemployment rates. Other conditions of blight cited by the CRA included defective design characteristics, prevalence of incompatible uses such as auto-related uses in close proximity to residential uses, schools and churches, parking and circulation deficiencies, and inadequate or deteriorated public improvements. Goals of the CRA in the Washington Boulevard corridor are to revitalize the area, including improvements in employment and business

investment. The site is also located in an Enterprise Zone and a Compass Blueprint Opportunity Area, which encourage the intensification of development within cities and urban centers.

As indicated in Table IV.D-1, Policy 3.9.6 is to require that commercial and mixed-use buildings located adjacent to residential zones be designed and limited in height and scale to provide a transition with these uses, where appropriate. As discussed in the Draft EIR (page IV.D-25), Option A would be partially consistent with this policy. Under this option, Buildings 1 and 2 would be three and six stories, respectively, and would be compatible with the surrounding low-rise commercial and residential uses located east and south of the project site. However, Building C would be 18 stories, which would be uncharacteristically tall compared to the development within the surrounding neighborhood. However, Buildings A and B would provide a transition between Building C and the low to mid rise development surrounding the project site to the south and east. Option B, would be consistent in that building heights would range from two to five stories and, thus, Option B be consistent with the surrounding one- to two-story residential and commercial uses.

Along its east frontage, the project would be separated from the uses (tire store, auto repair shop, church/school, multi-family building and single family residence) along the east side of 10th Avenue. The public street creates separation and distance between these uses and the interfacing buildings on the project site. Under Option A, the project's interfacing buildings would create a transition between the proposed 18-story tower and the uses to the east of 10th Avenue. With the transition in height provided by the interfacing buildings and the separation created by 10th Avenue, the difference in heights between the project and the offsite uses to the east of 10th Avenue would not be considered incompatible.

Along its south edge, the project would back up to the driveway and detached garages of duplex and triplex units fronting 21st Street. The location of the project's residential building along the south edge of the project site; the orientation of commercial uses away from the adjacent residential neighborhood to the south; the variety of building heights on the project site; the separation between the project site and the adjacent residential use to the south created by the setback within the project site, the adjoining driveway, the detached garages; the frontage of the residential uses on 21st Street (no common street frontage with the project); the absence of significant impacts on adjacent residential uses relative the project's building heights; indicates a compatibility of scale and height.

COMMENT NO. 19-15

The Applicant states that the project is Consistent with Policy 3.9.5, Objective 3.1.6 and Goal 3L, but there is nothing about the project as proposed that would promote pedestrian activity on Washington Boulevard. The project is **not** Consistent. Applicant repeatedly is substituting the

idea of pedestrian activity within the project site for the Framework's actual state [sic] goal of creating pedestrian activity on the street, thereby enlivening the boulevard.

RESPONSE NO. 19-15

As discussed in Section IV.D, Land Use, of the Draft EIR (pages, IV.D-19-IV.D-23, and IV.D-44 through IV.D-52), the proposed project would support and enhance pedestrian activity. The project site is currently well served by existing and planned public transit services that reduce use of the automobile and increase pedestrian activity. The mixed use nature of Option A and Option B would allow residents to live within walking distance of commercial uses and services. The proposed uses and proposed street improvements would include widening the sidewalk along the Washington Boulevard and 10th Avenue frontages and providing landscaping and other pedestrian amenities along the sidewalks. Option A and Option B would provide for day and night use and would provide pedestrian and street lighting commensurate with nighttime use. The central plaza would be visible and directly accessible from Washington Boulevard. The central plaza would feature landscaping and other amenities such as a central water fountain and stamped concrete paving that would create a pedestrian-friendly environment. Other pedestrian amenities under Option A and Option B include shade trees and benches along the adjacent public streets. No on-street parking would be allowed along the Washington Boulevard and 10th Avenue frontages. All sidewalks and crossings would be adequately marked and lit for pedestrian safety and would comply with the Americans with Disabilities Act (ADA) requirements, which would include providing pedestrian crossing signals and accessible push buttons and ensure that crosswalks include ramps up to the sidewalks.

The project would provide a landscaped median on the west-side crossing of the Washington Boulevard and 10th Avenue intersection and, thus, decrease the crossing distance across Washington Boulevard. The undergrounding of utilities and provision of concealed parking would also improve the aesthetics of the area and the pedestrian experience. Pedestrian accessible ground floor retail and restaurant uses would be provided in all onsite buildings. Figures 1 and 2, which are provided in Response to Comment No. 6-3 illustrate pedestrian entrances points and areas in which optional street facing retail uses may be incorporated.

As indicated in Table IV.D-1, General Plan Framework Policy 3.9.5 is to “*Promote pedestrian activity by the design and siting of structures in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.*” The Draft EIR correctly states that the proposed project (Option A and Option B) would be consistent with this policy. Policies 3.16.1 and 3.16.3 require that development be consistent with Chapter 5, Urban Form and Neighborhood Design, and that parking structures located along primary street frontages in pedestrian-oriented districts be designed to promote pedestrian activity and, where appropriate, incorporate retail uses. As previously shown in

Figure 4 contained in Response to Comment No. 6-4, street-facing, above-grade parking would be limited to the south edge of Building B (Option A) or Building 2 (Option B). The north edge of these buildings would contain a commercial use directly accessed from the public sidewalk. Parking in Building A (Option A) and Building 1 (Option B) would be substantially subterranean, although some portions of the parking structure along the north edge of the building (under both Option A and Option B) would daylight due to the change in elevation. Building C under Option A would have a commercial space facing Washington Boulevard between the street and the parking levels. Building 3 under Option B would have all subterranean parking. The project's subterranean parking, minimum direct exposure of parking structures to the street front, and retail fronted parking would be consistent with Policies 3.16.1 and 3.16.2.

It is our understanding that the comment intended to cite "Objective 3.16," which is associated with Goal 3L, and not "Objective 3.1.6." The General Plan Framework contains no "Objective 3.1.6." General Plan Framework "Policy 3.1.6" to "*Allow for the adjustment of General Plan Framework Element land use boundaries to account for changes in the location or introduction of new transit routes and stations (or for withdrawal of funds) and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the General Plan Framework Element and the Land Use/Transportation Policy*" applies to procedures by the City to revise the General Plan Framework Element to reflect changing transportation patterns and is not within the scope of a private project nor applicable to the proposed project. Therefore, this policy is not included in Table IV.D-1 or addressed in the Draft EIR.

General Plan Framework Goal 3L is to create "*districts that promote pedestrian activity and provide a quality experience for the City's residents.*" The Draft EIR (page IV.D-26) states that the proposed project would be consistent with this goal since it would enhance pedestrian activity. As stated in the Draft EIR, pedestrian enhancements for residents would include the provision of outdoor promenades and plazas that would connect with the existing pedestrian paths within the vicinity. The project would also improve landscaping along Washington Boulevard and 10th Avenue and, by providing housing in an established commercial area, would create a situation in which residents may live and work in the same area without having to drive. As the proposed project would be consistent with Policy 3.9.5 and Goal 3L, no change in the comparison of the proposed project to this policy and goal in the Draft EIR is necessary.

COMMENT NO. 19-16

Applicant does not mention Framework Policy 5.5.6, which states: "Identify building and site design elements for commercial or mixed-use streets in centers, that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and

other design elements." The Community Design Overlay for the West Adams-Baldwin Hills-Leimert Community Plan includes such elements. The project as proposed is **not** Consistent.

RESPONSE NO. 19-16

Chapter IV.A, Aesthetics, of the Draft EIR addresses Objective 5.5, which is to “*Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*” However, Policy 5.5.6 is not considered applicable to the proposed project because it does not set forth any design standards or other criteria that can be compared to a particular project such as Option A and Option B; therefore, Policy 5.5.6 is not evaluated in the Draft EIR. Development standards are generally set forth at the community plan or specific plan level. The adopted West Adams-Baldwin Hills-Leimert Community Plan does not provide specific building and site design elements for properties along Washington Boulevard. No other adopted land use plans are applicable to the project site. While a Community Design Overlay is proposed for the area, it has not been adopted by the City. However, while there is not an adopted Community Design Overlay for the area, the West Adams-Baldwin Hills-Leimert Community Plan Appendix A is entitled Community Plan Design Overlay District Guidelines and Standards. Applicable design policies are presented and evaluated in the Draft EIR, Table IV.A-2, pages IV.A-48 through IV.A-54. As discussed therein, features of Option A and Option B, including landscaping, streetscape features, street trees, building setbacks, display windows along 10th Avenue and Washington Boulevard, varying architectural detailing along long building frontages to provide a visually appealing building façades, differentiation (setbacks, different use of materials) of the Option A and Option B's various stories, articulated recesses, and shielding of mechanical equipment, enclosed trash areas, structure parking (in lieu of surface parking lots), complementary building materials among Option A and Option B's components and along all frontages, would be consistent with the Community Plan's visual identity, continuity of streetscape, and pedestrian activity policies. Consistency with Chapter V policies would indicate consistency with the Overlay District Guidelines and Standards to “promote a stable and pleasant environment, with desirable character, for the residents and users of the community.” Please see Response to Comment No. 9-61 for a detailed discussion regarding Appendix A of the Community Plan.

COMMENT NO. 19-17

The Framework specifically indicates that Community Centers such as this project ought to be pedestrian friendly. Objective 5.8 states, "Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented sub-areas..." Furthermore, following Policy 5.8.1 adds: "Buildings in pedestrian-oriented districts and centers should have the following characteristics: a). An exterior building wall high

enough to define the street, create an enclosure and typically located along the sidewalk; b. A building wall more-or-less contiguous along the street frontage; c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals; ... f. Ground floor building walls devoted to display windows or display cases; g. Parking located behind the commercial frontage and screened from view, and driveways located on side streets where feasible...." This project as proposed does **not** match these characteristics.

RESPONSE NO. 19-17

As discussed, above, in Response to Comment No. 19-5, the project site is not located in a designated Community Center. References to "Community Center" and policies specific to Community Centers, including Objective 5.8, have been deleted from the Draft EIR (see Chapter IV, Corrections and Additions, of this Final EIR. However, the project would be consistent with design requirements in pedestrian-oriented areas as set forth in Policy 5.8.1. With the exception of the open plaza entrance (pedestrian entrance) on Washington Boulevard, the project's buildings would be generally contiguous to the public sidewalks on Washington Boulevard and 10th Avenue. Street trees and other streetscape would be provided along these frontages to add definition to the streets. The project would provide ground floor retail uses that may be accessed from the public sidewalk at the option of the retail operators. Parking would be enclosed and not visible from the public street. Access would be available from both Washington Boulevard and 10th Avenue to reduce traffic on 10th Avenue.

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LETTER NO. 20

Laura Meyers
Independent Journalist
1818 South Gramercy Place
Los Angeles, CA 90019

COMMENT NO. 20-1

As discussed yesterday, here is the Washington Boulevard Specific Plan prepared by United Neighborhoods Neighborhood Council (UNNC) and its stakeholders, including residents and neighborhood organizations; as well as business owners and commercial property owners. This document was meant to be appended to UNNC's comment letter/submission re: the Washington Square DEIR. UNNC used this document to help guide its initial response to the proposed project(s).

The Specific Plan has not yet been adopted by the City Council, as you know, but it has consistently been distributed by the CD10 Council Office, CRA and Planning staff over the past few years to many potential developers, and we have been told its elements are being proposed for adoption in the Community Plan Revision process.

RESPONSE NO. 20-1

The UNNC Proposal for the Washington Boulevard Specific Plan has not been adopted by an agency having jurisdiction over the proposed project or formally proposed for adoption by the City. Therefore, this plan would not meet the threshold requirements of the City of Los Angeles Threshold Guide which pertain to adopted Community Plan, Redevelopment Plans and Specific Plans, or adopted environmental goals or policies contained in other applicable plans. The Washington Boulevard Specific Plan would also not meet the threshold requirement of the CEQA Guidelines, Appendix G, which pertains to any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the referenced Washington Boulevard Specific Plan is not addressed in the Draft EIR as an applicable land use plan or design guide.

Although the UNNC Proposal for the Washington Boulevard Specific Plan has not been adopted nor is it directly applicable to the project site under existing CEQA impact thresholds, Option A and Option B would be substantially consistent with the goals of the proposal to improve the pedestrian

orientation of Washington Boulevard, to provide mixed-use, to continue to provide neighborhood-serving businesses, and to be transit friendly. In bringing high density residential uses to a commercial site and upgrading the commercial component of the project site, Option A and Option B would increase pedestrian activity both between the project and the surrounding commercial community and would increase pedestrian activity to the project site from the surrounding community. Sidewalk improvements, street trees, benches, pedestrian lighting, a landscaped median in Washington Boulevard, and the provision of several points of direct access to the commercial component from the public sidewalk under Option A and Option B would enhance and further encourage pedestrian activity. Community-serving uses, such as a meeting room and police substation would be directly accessible from 10th Avenue and the Applicant anticipates the continuation of a post office and grocery store at this location. Many of the pedestrian-related goals of the UNNC proposal are also reflected in Objectives 1-2 and 1-5 of the West Adams-Baldwin Hills-Liemert Community Plan and the guidelines of the City's Walkability Checklist, with which Option A and Option B would be consistent.

Option A and Option B would support transit through the location of residential uses within walking distance of several Metro and LADOT bus routes, including Metro Line 305, which provides connection to the Metro Blue and Green Lines. Option A and Option B would meet the goal of the UNNC proposal to maintain sensitivity to historical resources in that it would be located entirely within the confines of an existing, modern strip mall and would not cause the alteration or removal of any existing historical resources. The project would be set back 30 feet from its south property line and would not shade or significantly impact the character of the adjoining neighborhood to the south (please see Figure 24 in Response to Comment No. 8-13). In addition, Option A and Option B would meet standards of the UNNC proposal with regard to uses and enclosure of certain activities. Option A and Option B would replace the existing mini mall (which would not be allowed under the UNNC proposal), and would not provide auto service-related uses, fast food restaurants, all-night businesses, storage yard, hotels, motels, missions, store-front churches, or other uses that would not be allowed under the UNNC proposal. All trash collection and storage would be enclosed and no surface parking would be located along Washington Boulevard, as recommended in the UNNC proposal.

Option A and Option B would not be consistent with the parking standard of 2 covered spaces per dwelling unit. As discussed in the Draft EIR, the mixed-use character and size of proposed residential units would reduce overall parking demand (see Section IV.G, Transportation and Circulation, pages IV.G-52 through IV.G-55). Option A, which would have maximum building heights of 65, 85, and 205 feet, respectively, and Option B, which would have maximum building heights of 85 feet, which would not be consistent with the UNNC proposal's maximum building height of 50 feet for mixed-use projects. The project (Option A and Option B) as proposed is analyzed in detail in Chapter IV of the Draft EIR. More specifically, the proposed project heights

are analyzed in detail in Section IV.A, Aesthetics, IV.C, Historic Resources, and IV.D, Land Use and Planning, of the Draft EIR. Based on the analyses, Option A would result in significant unavoidable visual impact due to view obstruction of a valued resource, an indirect impact to an adjacent historic resource, a significant unavoidable impact to the transportation system, and libraries as well as air quality and noise impacts during construction. Option B would result in significant unavoidable impact to the transportation system and libraries, as well as air quality and noise impacts during construction.

Please also see figures provide in response to Comment Letter No. 6 and Comment Letter No. 8.

COMMENT NO. 20-2

Also, in reviewing my own comment letter last night, I wanted to call your (upfront) attention to one more important error in the DEIR: for some reason, the DEIR states that Washington Boulevard is shown on the Long Range Land Use Diagram as a "Mixed Use Boulevard." That's not true (even though I think we all wish it was true). I believe the DEIR authors misread the map, but there is no designation of any sort for this section of Washington Boulevard.

RESPONSE NO. 20-2

As indicated in Response to Comment No. 19-9, Washington Boulevard is not designated as a "mixed use boulevard" adjacent to the project site. References to "mixed use boulevard" have been deleted from the comparison of the project to Policies 3.1.4 and 3.2.2. It is noted, however, that Washington Boulevard is designated as a mixed use boulevard to the west of the project site in the vicinity of La Brea Avenue and to the east of the project site is indicated in the vicinity of Western Avenue. Please see Section IV, Corrections and Additions, of this Final EIR. This revision to the Final EIR does not change the conclusions reached in the Draft EIR relative to benefits afforded by mixing residential uses with commercial uses in an established commercial district.

COMMENT NO. 20-3

However, in the maps UNNC prepared for the Planning Department to show how we envisioned the implementation of the Specific Plan, UNNC did identify the Washington Square 7.8-acre parcel as "RAS3," so we were thinking about a substantial project. But we also made it clear in the written portion of the Washington Boulevard Specific Plan that we are concerned about the two city-approved citywide RAS designations (RAS3 and RAS4) as supporting projects that are too bulky adjacent to older character residential neighborhoods, and we suggested a new RAS zone that would be the equivalent of RAS-RD1.5 -- that is, one story of commercial combined with one residential unit per 1,500 square feet of lot.

RESPONSE NO. 20-3

As indicated in Response to Comment No. 20-1, the UNNC Washington Boulevard Specific Plan has not been adopted by an agency having jurisdiction over the proposed project or formally proposed for adoption by the City and does not meet the threshold requirements of the City of Los Angeles Threshold Guide and CEQA Guidelines, Appendix G, for incorporation into the Draft EIR analysis.

LETTER NO. 21

Laura Meyers
Independent Journalist
1818 South Gramercy Place
Los Angeles, CA 90019

COMMENT NO. 21-1

I have already commented in a separate memo on a section of the DEIR for the Washington Square project. I do wish to call to your attention one very important missing element: the DEIR fails to mention that there is a Community Design Overlay (CDO) for the West Adams-Baldwin Hills-Leimert Park Community Plan.

RESPONSE NO. 21-1

While a Community Design Overlay is proposed for the area, it has not been adopted by the City. However, while there is not a specific Community Design Overlay (CDO), the West Adams-Baldwin Hills-Leimert Community Plan Appendix A is entitled Community Plan Design Overlay District Guidelines and Standards. As stated in Appendix of the Community Plan, “the guidelines and standards implement the urban design goals and policies contained in Chapter V of the West Adams-Baldwin Hills-Leimert Community Plan” (page A-1 of the Community Plan). Similar to the introduction in the Design Guidelines and Standards, the introduction to Chapter V "Height and Building Design" policies states: “The mass, proportion of all new buildings and remodels shall adequately address pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Building materials shall be employed to provide relief to bland, untreated portions of exterior building facades. The purpose of these provisions is to ensure that building walls are designed to complement the surrounding neighborhood, and create a stable environment with a pleasant and desirable character” (page V-3). Respective Chapter V policies include the following: (1) No placement of structures exceeding 30 feet in height within 15 feet and 30 feet of front and rear property lines, respectively; (2) Maximized area devoted to transparent building elements, such as windows and doors, on front facades. However, facades facing rear parking areas, shall limit such transparent elements to at least 20% of the frontage. (Commercial Only); (3) The use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades; (4) Accenting, complementary building materials on building facades; (5) Maximized applications of architectural features or articulations on building facades; (6) Use of architecturally untreated facades for signage; (7) Mechanical and electrical equipment screened from public view; (8) All rooftop equipment and building appurtenances screened from public view.

Applicable Chapter V policies are presented and evaluated in the Draft EIR, Table IV.A-2, pages IV.A-48 through IV.A-54. As discussed therein, features of Option A and Option B, including landscaping, streetscape features, street trees, building setbacks, display windows along 10th Avenue and Washington Boulevard, varying architectural detailing along long building frontages to provide a visually appealing building façades, differentiation (setbacks, different use of materials) of the Option A and Option B's various stories, articulated recesses, and shielding of mechanical equipment, enclosed trash areas, structure parking (in lieu of surface parking lots), complementary building materials among Option A and Option B's components and along all frontages, would be consistent with the Community Plan's visual identity, continuity of streetscape, and pedestrian activity policies. Consistency with Chapter V policies would indicate consistency with the Overlay District Guidelines and Standards to “promote a stable and pleasant environment, with desirable character, for the residents and users of the community.”

COMMENT NO. 21-2

The proposed project in all of its iterations - Option A, Option B, and each of the discussed Alternatives (with the exception of the No Project Alternative) are NOT compliant with the CDO. The CDO is a part of the adopted plan, and its design criteria are regulatory, not mere guidelines. In any case, the DEIR's failure to discuss the CDO, and to evaluate the proposed project(s) against the CDO requirements for both commercial and multi-family residential new construction, renders the statement that the project is "consistent" completely moot, and makes the DEIR itself legally not defensible.

RESPONSE NO. 21-2

As discussed in Response to Comment No. 21-1, applicable design guidelines have been presented and analyzed in the Draft EIR. No additions or changes need to be made to the Draft EIR regarding this issue.

COMMENT NO. 21-3

The CDO mandates projects in this community that are compatible with the character of the surrounding neighborhood, pedestrian-oriented (in the correct definition of the phrase, street friendly and street-activating), and in keeping with the heights in particular.

RESPONSE NO. 21-3

As discussed in Response to Comment No. 21-1, while a Community Design Overlay is proposed for the area, it has not been adopted by the City. In addition, as indicated in Section IV.D, Land Use and Planning, of the Draft EIR (pages IV.D-26 and IV.D-33, with the exception of the 18-story tower under Option A, the project is determined to be compatible with the character and heights of development within the surrounding area. Option B is generally low-rise and mid-rise in character. The character of the urban community can be defined by both building heights and intensity of uses. The project site is located directly across 10th Avenue from a designated CM-zoned industrial area, which lines Washington Boulevard between 10th Avenue and downtown Los Angeles. The CM zone allows manufacturing, assembling of appliance and goods, auto repair and similar uses, which is generally low-rise by nature. Although low-rise, the character of the permitted land uses in the CM zone is considered more intense than a mid-rise commercial development, and a mid-rise commercial development is considered more intense than a mid-rise residential development. The evaluation of compatibility also takes into consideration the large size of the project site (it is one of the largest commercial sites in the region), so that “surrounding neighborhood” has a more regional connotation than would a smaller parcel. In addition, the evaluation of compatibility with the character of the surrounding neighborhood takes into consideration the range of land uses within the surrounding neighborhood.

While immediate residential uses are lower in height than the proposed project, as are most residential neighborhoods interfacing commercial buildings along the City’s commercial boulevards, the site does not share common street frontage with adjoining residential uses. In addition, Option A and Option B would incorporate primarily residential units in the building interfacing the adjoining residential neighborhood to the south. The project (Option A and Option B) would improve the quality of development on the project site. The unusually large size of the property (project site) allows a continuity of building heights within the project site, creating the sense of a local or regional “center.” Taking into consideration the characteristics of the project site, the surrounding area, and the design components of the project under Option A and Option B, it is concluded that, with the exception of the proposed 18-story tower under Option A, the project would be compatible with the surrounding neighborhood. Thus, the project would be consistent with the intention of a proposed overlay to achieve compatibility and balance between the project site and the surrounding community.

COMMENT NO. 21-4

Many people, including myself, are submitting longer comment letters. Please do not conclude from the brevity of this memo that I am in agreement with any other aspect of the DEIR.

RESPONSE NO. 21-4

As indicated in the comment, other letters were submitted by the commentor. Please see Comment Letter Nos. 19 and 20 and the associated responses. All comment letters received on the Draft EIR are included in this Final EIR. Please see Appendix A for the comment letters received. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. Thus, no further response is necessary.

LETTER NO. 22

Steven Peckman
2221 W. 30th Street
Los Angeles, California 90018

COMMENT NO. 22-1

As a member of the United Neighborhoods Neighborhood Council (UNNC) Planning and Zoning (P&Z) Committee, I am providing the following comments on the Historic Resources sections of the Draft Environmental Impact Report (DEIR) for the above referenced Washington Square Mixed Use Development (Development). Although my following comments are restricted to the Historic Resources sections of the DEIR, it should not be inferred that my absence of comment on other aspects of the document implies any form of approval. Rather, please refer to my UNNC colleagues' respective comments on the other sections of the report.

RESPONSE NO. 22-1

The comment is introductory in nature and clarifies that comments in this letter are on the historic resource section of the Draft EIR. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 22-2

My review included the related comments provided by Ms. Mitzi March Mogul on behalf of the West Adams Heritage Association. I will not waste your precious resources by repeating Ms. Mogul's concerns about the DEIR but rather indicate support of her sound and well reasoned critique.

RESPONSE NO. 22-2

The comment does not state a specific concern or question regarding the information presented in the Draft EIR. The comment refers to the comment letter received by the City from the West Adams Heritage Association (Comment Letter No. 9). More specifically, the comment refers to the portion of that letter from Mitzi March Mogul. Please see Response to Comment Nos. 9-5 through 9-22 for detailed responses to those particular comments.

COMMENT NO. 22-3

My participation on the P&Z has made it abundantly clear that UNNC stakeholders want to see the relevant parcel developed with sensitivity to the existing historic and cultural resources. We consider the church directly adjacent to the property, the Googie-style coffee shop located on the property, and the adjacent neighborhood to be important components of West Adams history and culture that deserve respect and preservation.

RESPONSE NO. 22-3

Section IV.C, Historic Resources, of the Draft EIR, contains a detailed analysis of the Googie style coffee shop located on the project site as well as the adjacent church. With regard to the Googie style coffee shop, as indicated in Section IV.C of the Draft EIR, the Stan Kite's restaurant that is located on the project site has been "substantially altered." The existing building exhibits only two of the five required characteristics of a Googie coffee shop, an eye-catching roofline and positioning on the commercial roadside. For a Googie coffee shop to retain sufficient integrity to be eligible for listing, it should have glazed exterior elevations with visual transparency between the indoors and outdoors, the majority of its modern materials and workmanship should be intact, and it should still have an integrated sign pylon. The exterior elevations of the subject coffee shop have been substantially altered, completely obscuring the necessary relationship between exterior and interior, and altering and obscuring the materials and workmanship. Only the remains of the sign post appear extant at the northeast corner. Please also see Response to Comment No. 9-10 for a discussion regarding the coffee shop.

With regard to the adjacent church, as indicated in Section IV.C of the Draft EIR, St. Paul's Catholic Church and Rectory are eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and for local listing as a Los Angeles Historic-Cultural Monument. Section IV.C of the Draft EIR concludes that Option A would result in a significant indirect impact on the Church and Rectory. Option B would result in a less than significant indirect impact to the Church and Rectory.

With regard to the surrounding neighborhood, the multifamily properties on 21st Street have not been formally surveyed for potential eligibility for listing as historic resources. An archival records search was conducted to determine if the area has been previously surveyed, and this neighborhood was found to be unevaluated. Therefore, PCR conducted a windshield survey of the neighborhood south of the project area, which was found to be an intact early twentieth-century neighborhood of modest, undistinguished residential architecture. The residences are located to the south of the project site and a service road separates the rear property line from the proposed project. The adjacent residences are oriented toward 21st Street, and the rear lot lines are fenced. The proposed

project was assessed for potential impacts to the adjacent neighborhood to the south. It was determined that the proposed project would have no indirect impact to the multifamily dwellings on 21st Street. The residences do not have primary views towards the proposed project; rather, they are oriented facing 21st Street, away from the project site. The original early twentieth-century context of the residential neighborhood was altered by the mid-1950s construction of the existing shopping center. None of the adjacent residences would be physically impacted by the proposed project, nor would the new construction materially impair their eligibility for listing as potential historical resources. Since it was found that the proposed project would have no direct or indirect impact on the adjacent properties to the south, no further investigations were required to comply with CEQA.

COMMENT NO. 22-4

ST. PAUL'S CHURCH

The developers recognize the historical and cultural significance of the church throughout Appendix C. They specifically identify that the building "appears eligible for the National Register of Historic Places." They also acknowledge that "St. Paul's Rectory functions today as a neighborhood landmark that conveys its important local historical, cultural, and architectural associations." (p54) Yet, the proposed development would severely diminish the historical, cultural, and architectural qualities that the authors praise in the DEIR. The DEIR suggests that the Development would incur an economic hardship by modifying the proposed plan through a reduction in proposed units necessary to appropriately honor the historical and cultural significance of the church. As noted by Ms. Mogul, imposing an economic criterion in the evaluation of historic resources is inappropriate and inconsistent with the guidelines.

RESPONSE NO. 22-4

As indicated in Section IV.C, Historic Resources, of the Draft EIR, the Church is eligible and the Rectory appears to be eligible for the National Register of Historic Places. A fundamental change to a program of a proposed project is not generally considered a feasible mitigation measure for an identified significant impact. Therefore, rather than include a mitigation measure to reduce the building by a certain amount, a determination was made that an alternative to reduce the significant indirect impact the adjacent historic resource should be considered. Section V, Alternatives, of the Draft EIR, contains the alternatives analysis for Option A and Option B. Alternative C, the Historic Resource Alternative, was designed and analyzed to address the significant indirect historic resource impact that would result from Option A.

COMMENT NO. 22-5

Among the ideas that have not been explored is the developer's possible role in promoting the future preservation of the Church as a historic resource. In order to show good faith with the community and respect for our cultural and historic resources, the developer should nominate the Church for designation/listing on the National Register. The property owner may or may not object, but that is not pertinent to this environmental process or to the mitigations that seem obvious.

RESPONSE NO. 22-5

The comment expresses an opinion regarding an action the Applicant should take. However, the Applicant is not the owner of the adjacent property. The Applicant is not obligated to nominate the Church, and such a nomination by the Applicant would not mitigate an identified significant impact. In addition, Survey L.A., a citywide survey project managed by the City of Los Angeles Planning Department, will be surveying the Church in the near future and deciding whether the Church is eligible for designation as a Historic Cultural Monument. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 22-6

GOOGIE-STYLE COFFEE SHOP

As noted in the DEIR (Appendix C, p32), the Googie-style coffee shop building includes all of the facets commonly associated with the Googie style, i.e., space-age, futuristic visual style with upswept roofs, geometric shapes, and bold use of glass. Yet, while recognizing the unique traits of the building, such as "a distinct angular roof" that makes "the building visually identifiable," the authors dismiss the architectural, cultural, and historical significance of the Googie-style coffee shop. The community does not have a similar style building and it is considered a landmark in the West Adams neighborhood. Among the ideas that the developers have not sufficiently explored is the possibility of incorporating the Googie building into their plans, thus preserving this unique architectural structure.

The Googie-style structure is worthy of preserving, restoring, and incorporating into the new development. Like Art Deco architecture of the 1930s, Googie became devalued over time with a later recognition of the historical and cultural significance that was too late to save many of the buildings in this style. Too many of our Googie-style buildings, that symbolized through their very

structure the hope of our space-age future, have been destroyed in order to make way for more conventional developments. The Washington Square structure should not suffer the same fate.

RESPONSE NO. 22-6

Section IV.C, Historic Resources, of the Draft EIR contains a detailed analysis of the Googie style coffee shop that is located on the site. On page IV.C-28 of the Draft EIR, the former Stan Kite's restaurant is described as "a common and undistinguished example of a mid-1960s California Coffee Shop." In addition, as indicated in the analysis contained in Section IV.C of the Draft EIR, the Stan Kite's restaurant that is located on the project site has been "substantially altered." The existing building exhibits only two of the five required characteristics of a Googie coffee shop, an eye-catching roofline and positioning on the commercial roadside. For a Googie coffee shop to retain sufficient integrity to be eligible for listing, it should have glazed exterior elevations with visual transparency between the indoors and outdoors, the majority of its modern materials and workmanship should be intact, and it should still have an integrated sign pylon. The exterior elevations of the subject coffee shop have been substantially altered, completely obscuring the necessary relationship between exterior and interior, and altering and obscuring the materials and workmanship. Only the remains of the sign post appear extant at the northeast corner. It is unnecessary to integrate the remains of the highly-altered Stan Kite's restaurant into the project because it is not an eligible historic resource.

COMMENT NO. 22-7

THE EXISTING NEIGHBORHOOD

The proposed development creates a new impact on the existing adjacent neighborhood of Spanish and Craftsman one- to two-story family homes. The DEIR does not adequately address the impact of the Development on the integrity of the adjacent neighborhood of single family and duplex, one- to two-story structures. The scale of the buildings proposed in the DEIR is significantly disproportionate to the surrounding residential and business environs with the unintended consequence of physically dwarfing and visually distorting a neighborhood that has been essentially intact since its original development beginning in the late 19th century and lasting through the first third of the 20th century.

RESPONSE NO. 22-7

Section IV. D, Land Use and Planning, of the Draft EIR, provides an analysis of the compatibility of the project with the surrounding area. As indicated in Section IV.D of the Draft EIR, the project site and surrounding neighborhood are located within a redevelopment area. Therefore, it is anticipated

that the surrounding neighborhood would be changing with additional redevelopment projects, similar to the project. Thus, the project would be generally compatible with the surrounding properties.

COMMENT NO. 22-8

HISTORIC PRESERVATION AND REVITALIZATION

As highlighted by Ms. Mogul, "It has been historic preservation, not new development that has been instrumental in the revitalization of the area...." Many of us moved to the community because we were drawn to the area's significant heritage and historic resources as represented by many of the buildings such as the Church and the Googie-style coffee shop as well as the residential streets of Craftsman and Spanish style homes. We desire development that is compatible and respectful of the community's historic structures and cultural heritage. The DEIR is neither.

Please do not hesitate to contact me if you have any questions.

RESPONSE NO. 22-8

The Draft EIR on Page IV.C-11 states "In recent years, the West Adams-Baldwin Hills-Leimert area has attracted the attention of young families seeking affordable housing, the planning/historic preservation community, and developers. Today, the Community Plan area is ripe for regeneration and plans are ongoing to redevelop existing commercial corridors and increase local mass transit options.¹³" The statement indicates that several factors have contributed to the area's revitalization, including the planning/historic preservation community, young families, and developers. As indicated in the text, the characterization of the area is attributed to Daniel Miller. As mentioned in Response to Comment No. 22-7, the project site and surrounding neighborhood are located within a redevelopment area. Therefore, it is anticipated that the surrounding neighborhood would be changing with additional redevelopment projects, similar to the project. Thus, the project would be generally compatible with the surrounding properties.

¹³ *Ibid.*

LETTER NO. 23

Andre Price
1657 Virginia Road
Los Angeles, CA 90019

COMMENT NO. 23-1

I am resident of LaFayette Sq. and have been a resident since 2009, I reside at 1657 Virginia Rd. I have a major concern with planned development at 10th and Washington. It is my understanding that there are two plans on the drawing board and neither address the impact of traffic and green space. The traffic on Crenshaw & Washington is already at a capacity. The thought of a large development that has no plan on how to address the impact they will have on traffic and parking is absurd.

RESPONSE NO. 23-1

The comment is introductory in nature. With regard to the two options proposed, as indicated in Section II, Project Description, of the Draft EIR, due to changing market forces, the Applicant is requesting review of two development options, Option A and Option B, which are both fully evaluated in the Draft EIR. While the Applicant is requesting review and entitlement by the City, only one option would be implemented. Since the Applicant is proposing two options as part of the application, both options need to be analyzed equally in the EIR. Both options are described to a similar level of detail in Section II of the Draft EIR and both options are analyzed throughout the document.

The Traffic Study, which is contained in Appendix E and is summarized in Section IV.G, Transportation/Circulation, of the Draft EIR, provides an analysis of the potential traffic and parking impacts that would result from the development of the proposed project Options A or B. With regard to traffic, Table IV.G-2 of the Draft EIR provides a summary of existing conditions at the 16 study intersections. Five study intersections are located along Washington Boulevard and five study intersections are located along Crenshaw Boulevard. Tables IV.G-7 and IV.G-8 provide the projected future traffic conditions at the study intersections under Option A and Option B, respectively. As discussed in Section IV.G, Option A and Option B would result in a significant and unavoidable traffic impact at the intersection of Washington Boulevard and Crenshaw Boulevard during the A.M. peak hour. Option B would also result in a significant and unavoidable impact at Venice Boulevard and Crenshaw Boulevard during the P.M. peak hour.

With regard to parking, as indicated in Section IV.G, of the Draft EIR, Option A would require a variance to provide parking in an amount that is less than what is required by the City code. Option A would result in a shortfall of 39 to 210 parking spaces, for development of apartments or condominiums, respectively. However, Option A would provide 354 studio and one-bedroom units and 65 two- and three-bedroom units and it is anticipated that these units would be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters. Therefore, the parking demand for most of these residents would be one space per unit, rather than the two spaces per unit required by the base code for condominium units. Also, given the mixed-use nature of the project, some of the patrons and employees of the on-site retail and restaurant uses would include residents of the project as well as those who would likely take transit/alternative modes of transportation to and from the project site and not need to park. Consequently, the parking demand under Option A would be less than the typical code requirement. In addition, the site's access to transit, retail, restaurants and other amenities would likely make it highly convenient for project residents not to own multiple automobiles. Finally, implementation of Mitigation Measure G-17, requiring development of a Transportation Demand Management (TDM) program, and Mitigation Measure G-18, requiring the provision of a street median, would further justify the parking reductions. Therefore, despite the requirement for the granting of a parking variance, Option A would provide adequate parking, resulting in a less than significant parking impact.

With regard to parking for Option B, Option B would require a variance for the condominiums on Parcel B as there would be a shortfall on Parcel B of 137 spaces but overall a surplus on site of 177 spaces. Option B would provide 150 studio, loft and one-bedroom units and 67 two- and three-bedroom units on Parcel B, which is also anticipated to be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters who would require one space per unit, rather than the two spaces per unit required by the LAMC for condominium units. Further, the mixed-use nature of the project and its access to transit, retail, restaurants and other amenities would make it highly convenient for project residents not to own multiple automobiles. Additionally, implementation of Mitigation Measure G-17 and Mitigation Measure G-18 would further justify the parking reductions. Therefore, Option B would provide adequate parking and the parking impacts would be less than significant.

With regard to open space, Section IV.F.4, Parks and Recreation, of the Draft EIR contains an analysis of open space for Option A and Option B. As indicated in Section IV.F-4 of the Draft EIR, under Option A, the project would provide a total of approximately 145,000 square feet (3.3 acres) of open space, approximately 137,000 square feet (3.15 acres) of which would be considered common open space. Under Option B, the project would provide a total of approximately 100,000 square feet of open space or approximately 2.3 acres, of which 91,450 square feet (2.1 acres) would be considered common open space. The analysis determined that the common open space provided under Option A and Option B may not meet the standards of the Public Recreation Plan (PRP).

Therefore, Mitigation Measure F.4-1, which would require one or more of the following or a combination of either: 1) dedication of additional parkland; 2) payment of in-lieu fees for any shortfall; or 3) the provision of on-site improvements equivalent in value to in-lieu fees, would ensure that potential impacts to parks and recreation would be less than significant.

COMMENT NO. 23-2

How is the developer going to address green space and the school across the street from this 300 or 500 development? It seems this Mid City area has the least amount of green space and they are only going to add to the blight of the area.

RESPONSE NO. 23-2

As indicated in Response to Comment No. 23-1, Section IV.F.4, Parks and Recreation, of the Draft EIR contains an analysis of open space for Option A and Option B. As indicated in Section IV.F.4 of the Draft EIR, under Option A, the project would provide a total of approximately 145,000 square feet (3.3 acres) of open space, approximately 137,000 square feet (3.15 acres) of which would be considered common open space. Under Option B, the project would provide a total of approximately 100,000 square feet of open space or approximately 2.3 acres, of which 91,450 square feet (2.1 acres) would be considered common open space. The analysis determined that the common open space provided under Option A and Option B may not meet the standards of the Public Recreation Plan (PRP). Therefore, Mitigation Measure F.4-1, which would require one or more of the following or a combination of either: 1) dedication of additional parkland; 2) payment of in-lieu fees for any shortfall; or 3) the provision of on-site improvements equivalent in value to in-lieu fees, would ensure that potential impacts to parks and recreation would be less than significant.

COMMENT NO. 23-3

We in the LaFayette neighborhood need retail that add value and can be contribute to the overall beauty of Mid City and get people out of their cars.

RESPONSE NO. 23-3

As described in Section II, Project Description, of the Draft EIR, Option A and Option B are mixed-use projects that include commercial floor area and residential units. As shown in Table II-1 of the Draft EIR, Option A would provide approximately 106,869 square feet of commercial floor area and Option B would provide approximately 237,125 square feet of commercial floor area.

Section IV.A, Aesthetics, of the Draft EIR provides a detailed analysis of the potential impacts regarding visual quality that would result from Option A and Option B. As indicated in Section IV.A of the Draft EIR, the proposed design and landscaping improvements that would result under Option A and Option B would enhance the visual appearance of the site. However, Option A would result in significant visual impacts due to the obstruction of a valued visual resource (views of the Church's east end and tower as well as the north façade of the Church and the Rectory along Washington Boulevard).

COMMENT NO. 23-4

None of the problems are addressed by the DEIR. Therefore I strongly urge the City to make the appropriate changes to this project so that it is [sic] benefit to the community in which it will be located rather than an enormous burden. I appreciate the attention you will give to these concerns and those of the neighborhood.

RESPONSE NO. 23-4

As indicated above in Response to Comment Nos. 23-1 through 23-3, the issues raised in the comments have been addressed in the Draft EIR. The comment expresses opposition to the project and contains general opinion. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

LETTER NO. 24

Daniel P. Whalen, AIA
46th Street, LLC
2554 Lincoln Boulevard #588
Venice, CA 90291

COMMENT NO. 24-1

I own the residential property located at 1946 South Bronson Avenue, approximately 180 feet directly west of the proposed Washington Square development.

The draft Environmental Impact Report for the referenced project confirms all of my concerns expressed in my March 2, 2009 letter to your office.

Both options for the Washington Square project as planned are completely incompatible with the adjacent zoning, transportation, infrastructure, resources and services. Without significant downsizing, this project should be rejected in its entirety.

My primary concerns continue to be transportation/circulation impacts, parking and shadows on nearby residential properties.

RESPONSE NO. 24-1

The comment is introductory in nature and expresses opposition to the project and contains general opinion. Section IV.G, Transportation/Circulation, of the Draft EIR, contains a detailed analysis of parking and traffic for Option A and Option B. Section IV.A, Aesthetics, of the Draft EIR, contains a detailed shade/shadow analysis of Option A and Option B. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 24-2

Transportation/Circulation

This project will have a strong adverse on adjacent residential streets such as South Bronson Avenue, 21st Street, 22nd Street, 23rd Street and 10th Avenue.

The Draft EIR transportation mitigation measures assume that all traffic serving this project will be funneled to either Crenshaw or Arlington Avenues. However, Washington Square patrons and residents will use a combination of the adjacent narrow residential streets to avoid delays at the Crenshaw/Washington and Arlington/Washington intersections. The Draft EIR acknowledges that this project will create a “significant traffic impact” at both of these intersections.

RESPONSE NO. 24-2

A detailed Traffic Study was prepared for Option A and Option B and is contained in Appendix E of the Draft EIR and is summarized in Section IV.G, Transportation/Circulation, of the Draft EIR. The original scope of the traffic analysis focused on street intersections. However, the scope of the traffic analysis was expanded to include an analysis of residential street segments in response to concerns raised at the scoping meeting for the proposed project. The residential street traffic analysis was conducted to determine the potential traffic impacts on the two roadway segments expected to be most heavily impacted by project traffic: 10th Avenue, south of 23rd Street, and 21st Street, east of 10th Avenue.

The results of the residential street impact analyses are contained in the Traffic Study, which is provided in Appendix E of the Draft EIR, and are summarized in Section IV.G, Transportation/Circulation, of the Draft EIR. Please see Tables IV.G-9 and IV.G-10 of the Draft EIR for Options A and B, respectively. The trips generated under Option A would result in less than significant impacts to the residential street segments. Under Option B, a significant impact is projected for the street segment of 10th Avenue, south of 23rd Street. Mitigation Measure G-16 is recommended in order to reduce the significant impact at this residential street segment to a less than significant level. Mitigation Measure requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT.

It is not clear what is meant by the portion of the comment that states that “...transportation mitigation measures assume that all traffic serving this project will be funneled to either Crenshaw or Arlington Avenue.” Section IV.G of the Draft EIR provides mitigation measures for the significant impacts identified in the analysis. Section IV.G concludes that two mitigation measures,

one for the Washington Boulevard and Crenshaw Boulevard intersection and the other for the Venice Boulevard and Crenshaw Boulevard intersection are not feasible.

COMMENT NO. 24-3

Off-street parking is limited in this neighborhood, so the existing street parking provides the majority of the available parking. The streets are narrow, and are already over-congested with the current traffic load.

RESPONSE NO. 24-3

As indicated in Section II, Project Description, of the Draft EIR, parking for the project (Option A and Option B) would be provided on the project site. As indicated in Response to Comment No. 24-2, a detailed traffic and parking analysis was prepared for Option A and Option B. As indicated in Section IV.G, Option A would require a variance to provide parking in an amount that is less than what is required by the City code. Option A would result in a shortfall of 39 to 210 parking spaces, for development of apartments or condominiums, respectively. However, Option A would provide 354 studio and one-bedroom units and 65 two- and three-bedroom units and it is anticipated that these units would be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters. Therefore, the parking demand for most of these residents would be one space per unit, rather than the two spaces per unit required by the base code for condominium units. Also, given the mixed-use nature of the project, some of the patrons and employees of the on-site retail and restaurant uses would include residents of the project as well as those who would likely take transit/alternative modes of transportation to and from the project site and not need to park. Consequently, the parking demand under Option A would be less than the typical code requirement. In addition, the site's access to transit, retail, restaurants and other amenities would likely make it highly convenient for project residents not to own multiple automobiles. Finally, implementation of Mitigation Measure G-17, requiring development of a Transportation Demand Management (TDM) program, and Mitigation Measure G-18, requiring the provision of a street median, would further justify the parking reductions. Therefore, despite the requirement for the granting of a parking variance, Option A would provide adequate parking, resulting in a less than significant parking impact.

With regard to parking for Option B, Option B would require a variance for the condominiums on Parcel B as there would be a shortfall on Parcel B of 137 spaces but overall a surplus on site of 177 spaces. Option B would provide 150 studio, loft and one-bedroom units and 67 two- and three-bedroom units on Parcel B, which is also anticipated to be occupied mostly by first-time homebuyers (e.g. younger working singles and couples) and older empty nesters who would require one space per unit, rather than the two spaces per unit required by the LAMC for condominium

units. Further, the mixed-use nature of the project and its access to transit, retail, restaurants and other amenities would make it highly convenient for project residents not to own multiple automobiles. Additionally, implementation of Mitigation Measure G-17 and Mitigation Measure G-18 would further justify the parking reductions. Therefore, Option B would provide adequate parking and the parking impacts would be less than significant.

COMMENT NO. 24-4

The anticipated traffic generated by either Option A or B will exceed the capacity of these streets and lead to unsafe traffic conditions. Bus passes, ride share, bike racks, telecommuting, live/work units and other similar “mitigation measures” rely on behavioral changes that are not controllable or effective.

RESPONSE NO. 24-4

The Traffic Study, which is contained in Appendix E and is summarized in Section IV.G, Transportation/Circulation, of the Draft EIR, provides an analysis of the potential traffic impacts that would result from the development of the proposed project Options A or B. Table IV.G-2 of the Draft EIR provides a summary of existing conditions at the 16 study intersections. Tables IV.G-7 and IV.G-8 provide the projected future traffic conditions at the study intersections under Option A and Option B, respectively. As discussed in Section IV.G, Option A and Option B would result in a significant and unavoidable traffic impact at the intersection of Washington Boulevard and Crenshaw Boulevard during the AM peak hour. Option B would also result in a significant and unavoidable impact at Venice Boulevard and Crenshaw Boulevard during the PM peak hour. Physical mitigation measures were considered for these significant impacts but were determined to be infeasible. Mitigation Measure G-17 requires that the Applicant comply with the provisions of the City’s Ordinance No. 168,700 for trip reductions. While compliance with the City’s trip reduction ordinance would serve to reduce the number of trips generated by the project, Section IV.G of the Draft EIR concludes that Option A and Option B would result in significant and unavoidable traffic impacts.

COMMENT NO. 24-5

Since the Washington Square project has a significant residential component, the majority of the traffic use mirrors the adjacent residential uses. Therefore, traffic generated from this new development will follow the same traffic patterns/direction. The adverse impact of adding traffic to existing traffic patterns (based on use) has not been adequately reflected in the Draft EIR.

RESPONSE NO. 24-5

The scope of the traffic analysis for the proposed project (Option A and Option B) was developed in consultation with the Los Angeles Department of Transportation (LADOT) to identify the assumptions, technical methodologies and geographic range for the study. Assumptions include the trip generation and trip distribution for project-generated traffic. The LADOT reviewed the Traffic Study and found the assumptions, methodology, analysis, and conclusions contained within the Traffic Study to be accurate.

COMMENT NO. 24-6

Allowing vehicular entries on 10th Avenue will force Washington Square patrons and residents onto adjacent residential streets. I request that vehicular access be limited to Washington Boulevard only.

RESPONSE NO. 24-6

The Traffic Study assumed vehicular access on 10th Avenue. Figure IV.G-4 and Figure IV.G-5 of the Draft EIR show the trip distribution that would result from Option A; Figure IV.G-8 and Figure IV.G-9 of the Draft EIR show the trip distribution that would result from Option B. With regard to potential impacts on residential streets, as indicated in Response to Comment No. 24-2, the scope of the traffic analysis was expanded to include an analysis of residential street segments in response to concerns raised at the scoping meeting for the proposed project. The residential street traffic analysis was conducted to determine the potential traffic impacts on the two roadway segments expected to be most heavily impacted by project traffic: 10th Avenue, south of 23rd Street, and 21st Street, east of 10th Avenue.

The results of the residential street impact analyses are contained in the Traffic Study, which is provided in Appendix E of the Draft EIR, and are summarized in Section IV.G, Transportation/Circulation, of the Draft EIR. The trips generated under Option A would result in less than significant impacts to the residential street segments. Under Option B, a significant impact is projected for the street segment of 10th Avenue, south of 23rd Street. Mitigation Measure G-16 is recommended in order to reduce the significant impact at this residential street segment to a less than significant level. Mitigation Measure requires that the Applicant contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. The amount and the administrative procedures for this Fund would be established in cooperation with and approved by the LADOT.

COMMENT NO. 24-7

Increasing the allowable density by granting a 3:1 FAR for parcels over 5 acres and providing a CUP to allow averaging of FARs for parcels over 5 acres is not viable, based on the configuration of the existing streets. I request that these variance be denied.

RESPONSE NO. 24-7

The comment expresses an opinion. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 24-8

I further request that the allowable trip reductions in the traffic study for the potential behavioral changes by the residents (riding bikes, ride share, etc.) not be granted for this development.

RESPONSE NO. 24-8

The scope of the traffic analysis for the proposed project (Option A and Option B) was developed in consultation with the Los Angeles Department of Transportation (LADOT) to identify the assumptions, technical methodologies and geographic range for the study. Assumptions include the trip generation and trip distribution for project-generated traffic. The LADOT reviewed the Traffic Study and found the assumptions, methodology, analysis, and conclusions contained within the Traffic Study to be accurate.

The comment expresses an opinion with regard to trip reduction. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 24-9**Parking**

As mentioned above, off-street parking is already extremely limited in this area. Any reduction in the LA City Planning Department-required parking quantities will make the existing situation worse. The required parking for this new development represents the minimum amount, and should not be reduced for any reason. I request that the parking variance be denied.

RESPONSE NO. 24-9

As discussed in Response to Comment No. 24-3, parking for the project (Option A and Option B) would be provided on the project site. As indicated in Section II of the Draft EIR, Option A and Option B would require a parking variance. However, as indicated in Section IV.G of the Draft EIR and in Response to Comment No. 24-3, the parking demand under Option A and Option B would be less than the typical code requirement due to the size of the units, the mixed-use nature of the project, and access to transit, retail, restaurants and other amenities. Additionally, implementation of Mitigation Measure G-17 and Mitigation Measure G-18 would further justify the parking reductions. Despite the requirement for the granting of a parking variance, Option A and Option B would provide adequate parking, resulting in a less than significant parking impact.

However, the comment expresses an opinion with regard to the parking variance. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 24-10**Shade/Shadow on nearby residential uses**

The shadow standards outlined in the Draft EIR allow shadows to fall onto adjacent residential properties for up to 3 hours in the winter (9 am – 3 pm) and 4 hours in the summer (9 am – 5 pm). These shade/shadow standards are not appropriate to measure the adverse impact to residential uses. I request that the shade/shadow standards be revised to limit no shade/shadow on any residential property within 8 am – 5 pm in winter and 7 am – 7 pm in summer. Also request that all three zoning changes be denied (1- Zone Change/Height Change from C2-1VL and P-1 to C2-2-D; 2- Yard adjustments for required side and rear yards; nad [sic] 3- Adjustment from the maximum transitional height requirement for C-zoned lots of 61' within 100-199 feet of R-Zoned lots).

RESPONSE NO. 24-10

Section IV.A3.b. of the Draft EIR provides a discussion of the thresholds of significance for the aesthetics analysis, which includes the shade/shadow analysis. As indicated in Section IV.A.3.b, the thresholds used in the Draft EIR for the shade/shadow analysis are the thresholds set forth in the City of Los Angeles' 2006 CEQA Thresholds Guide.

However, the comment expresses an opinion with regard to the City's significance thresholds for shade/shadow. The comment also expresses opposition to the requested zoning changes for the project. This portion of the comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT NO. 24-11

Please provide copies of both the traffic study and shade/shadow drawing for all of the Washington Square project options.

RESPONSE NO. 24-11

The Traffic Study for Option A and Option B is contained in Appendix E and summarized in Section IV.G, Transportation and Circulation, of the Draft EIR. The shade/shadow drawings are provided in Section IV.A, Aesthetics of the Draft EIR. More specifically, shade/shadow analyses are provided as Figures IV.A-8 and IV.A-9 for Option A and Figures IV.A-10 and IV.A-11 for Option B.

IV. CORRECTIONS AND ADDITIONS

INTRODUCTION

This section of the Final EIR provides corrections and/or additions to the Draft EIR as a result of comments received on the document.

Section I, Executive Summary

Page I-5, first paragraph, revise the second sentence as follows:

The site is currently developed with the Washington Square shopping center, which consists of three buildings that were constructed in ~~1961~~ 1964.

Page I-7, first paragraph in the subsection entitled Option A, revise the first sentence as follows:

Option A would provide approximately ~~110,000~~ 106,869 square feet of commercial uses and 547 residential units (328 rental apartments and 219 for-sale condominiums) located in three separate buildings, each on a separate parcel.

Page I-9, first paragraph, revise the third through ninth sentences in the paragraph as follows:

Building ~~4~~ 3 would be located in the northwestern portion of the site parallel to the western property line and would have approximately 77,500 square feet of office, retail, and restaurant uses. Building ~~4~~ 3 would have a maximum height of approximately 50 feet measured from grade. Building ~~2~~ 1 would be located parallel to 10th Avenue in the northern portion of the site and would have approximately 151,225 gross square feet of retail and restaurant uses and 125 residential units. Building ~~2~~ 1 would have a maximum height of approximately 85 feet measured from grade. Building ~~3~~ 2 would be located on the southern portion of the site and would be oriented parallel to the southern property line. Building ~~3~~ 2 would have approximately 200 residential units with approximately 8,400 square feet of office space. The maximum height of Building ~~3~~ 2 would be approximately 85 feet measured from grade.

Page I-13, delete the fifth bullet on the page as follows:

- ~~Transitional Heights Adjustment from the maximum transitional height requirement that portions of buildings on a C-zoned lot shall not exceed the height limit of 61 feet within 100 to 199 feet distance from a lot classified in the R-zone;~~

Page I-21, Table I-1; add the following mitigation measure:

Mitigation Measure A-7: Prior to issuance of building permits, the project shall be required to be shown to comply with the design intent by demonstrating appropriate building materials and façade articulation to soften impacts due to massing and scale from the perspective of the residences to the south along W. 21st Street through the compliance of the Site Plan Review clearance.

Page I-30, Table I-1, Section D. Land Use, Subheading Consistency with Local Land Use Plans, Policies and Zoning, revise the text in the second column as follows and add the following mitigation measure:

~~No mitigation measures are necessary.~~

Mitigation Measure D-1: Prior to issuance of building permits, the Department of City Planning shall review project consistency with the walkability checklist, and the Applicant shall incorporate further recommendations into the Site Plan found to increase consistency with the walkability checklist regarding building entries and pedestrian site access as feasible to the satisfaction of the Department of City Planning.

Page I-47, Table I-1, revise Mitigation Measure G-1 as follows:

Mitigation Measure G-1: Prior to the start of construction, the Applicant shall develop a Construction Staging and Traffic Management Plan to be implemented during construction of the proposed project. The Construction Staging and Traffic Management Plan shall identify haul routes and all traffic control measures (including the use of flag persons and appropriate detour signage, and limiting large size trucks to off-peak commute periods, to the extent feasible) to be implemented by the construction contractor through the duration of demolition and construction activities associated with the project. The Construction Staging and Traffic Management Plan shall be subject to final approval by LADOT.

Page I-55, Table I-1, revise Mitigation Measure H.1-1 as follows:

Mitigation Measure H.1-1: The project applicant shall incorporate the following water conservation measures into the project: high efficiency toilets (no more than 1.28 gallons per flush), all faucets in public restrooms shall be self closing, and the maximum flow rate for public use lavatory faucets shall be 0.5 gpm, high efficiency urinals in commercial uses (no more than 0.125 gallons per flush), high efficiency clothes washers (water savings factor of 5.0 or less), kitchen faucet aerators (no more than 1.5 gallons per minute), bathroom faucet aerators (no more than 1.5 gallons per minute), low-flow shower heads in the residential units (no more than 2.0 gallons per minute) and install energy star dishwashers.

Page I-57, Table I-1, Section 2. Wastewater, Subheading Wastewater Generation and Infrastructure, revise the text in the second column as follows and add the following mitigation measure:

~~No mitigation measures are necessary.~~

Mitigation Measure H.2-1: Prior to issuance of Certificate of Occupancy, the Applicant shall implement one of either of the following:

Arrange for the design and construction of connection to the 8-inch line under Crenshaw Boulevard (Connection #51709111) to accommodate 50% of the project flow if the Bureau of Engineering determines that the connection is feasible as determined by available capacity and the design elevations from the project site.

If connection to the 8-inch line is determined to be infeasible, the Applicant shall make a fair share contribution for the design and completion of the 36-inch diameter relief sewer under Adams Boulevard.

Section II, Project Description

Page II-4, Subsection C., Existing Conditions, revise the second sentence in the first paragraph as follows:

The site is currently developed with the Washington Square shopping center, which consists of three buildings that were constructed in ~~1961~~ 1964.

Page II-5, Subsection D, Statement of Project Objectives, revise the second sentence in the first paragraph as follows:

The underlying purpose of the proposed project is to create a mixed-use, high quality, ~~architecturally significant, mixed-use project~~ through the use of architectural articulation and design, use of high quality building materials, and provision of public landscaping along the street. ~~that~~—The mixed-use project would provides new residential units in an area that needs housing as well as providing commercial uses that support and contribute to the neighborhood.

Page II-285, Subsection F, Necessary Approvals, delete the fifth bullet as follows:

- ~~Transitional Heights Adjustment from the maximum transitional height requirement that portions of buildings on a C-zoned lot shall not exceed the height limit of 61 feet within 100 to 199 feet distance from a lot classified in the R-zone;~~

Section III, General Description of Environmental Setting

Page III-2, (a) Visual Quality, first paragraph, revise the second sentence as follows:

The St. Paul Catholic Church, which is located immediately to the west of the site, is a two story structure with a bell tower that extends approximately ~~30~~ 60 feet above grade.

Page III-10, (e) Parks and Recreation, second paragraph, revise the first sentence as follows:

The project site is located in the ~~Pacific~~ Griffith/Metro Region of the LADRP's jurisdiction.

Section IV.A, Aesthetics

Page IV.A-4, Section (b) Surrounding Areas, second paragraph, revise the second sentence as follows:

The St. Paul Catholic Church, which is located immediately to the west of the site, is a two story structure with a bell tower that extends approximately ~~30~~ 60 feet above grade.

Page IV.A-62, at the end of Section 4.b, add the following Mitigation Measure:

Mitigation Measure A-7: Prior to issuance of building permits, the project shall be required to be shown to comply with the design intent by demonstrating appropriate building materials and façade articulation to soften impacts due to

massing and scale from the perspective of the residences to the south along W. 21st Street through the compliance of the Site Plan Review clearance.

Section IV.C, Historic Resources

Page IV.C-19, revise the title of the second subsection on the page as follows:

Stiles and Robert Clements, Architects and Engineers, 1955-1965

Page IV.C-19, Subsection entitled Stiles and Robert Clements, Architects and Engineers, 1955-1965, revise the first sentence of the second paragraph as follows:

In 1923, Mr. Clements became a partner at Morgan, Walls & Clements Associates.

Page IV.C-20, revise the name of the architectural firm in the second and third sentence to correct the name as follows:

Morgan, Walls & Clements

Page IV.C-20, second full paragraph, revise the first sentence as follows:

In 1955, Mr. Clements opened his own architecture firm, Stiles and Robert Clements, Architects and Engineers (commonly referred to as Stiles and Clements Architects), with his son, Robert Clements, and served as Senior Partner of the firm until he retired in 1965.

Page IV.C-22, Subsection entitled Historical Resources in the Project Vicinity, add the following paragraph between the second and third full paragraphs.

Potential historic districts were identified during a windshield survey by Myra L Frank & Associates Inc., and Leslie Heumann & Associates in 1990, and appended to the West Adams-Baldwin Hills-Leimert Park Community Plan. The potential districts include Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension Neighborhood District. The proposed project site and the neighborhood adjoining the property to the south, including the 4000 block of W. 21st Street and W. 22nd Place, were not included in any of the above potential historic districts. The proposed project site does not border any of the three mentioned potential historic districts nor the two designated HPOZ's. While the potential Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension Neighborhood District are located near the proposed project site, they are not indirectly impacted by the proposed project. Furthermore, the two designated HPOZ's would not be indirectly impacted by the proposed project.

Section IV.D, Land Use and Planning

Page IV.D-4, paragraph 3, revise paragraph 3 as follows:

~~Table 3-5 of the General Plan Framework, describes the Community Commercial designation as Community Centers that are activity centers for surrounding groups of residential neighborhoods. However, the project site is not designated by the Framework Element as a “Community Center,” in which buildings are expected to range in height from three to eight stories. Two types of Community Centers are identified, including (1) a multi-use, non-residential Center and (2) a mixed-use Center that encourages the development of housing in concert with the multi-use commercial uses. Such centers are planned for day and night use and street, pedestrian, and area lighting commensurate with nighttime use. Major transportation hubs (rail, bus, or both) are encouraged to facilitate improved access to and from the remainder of the city. According to the General Plan Framework, the integration and mixing of uses in Community Centers increases opportunities for employees to live near their jobs and residents to live near shopping, so that pedestrian and bicycle activity can be increased.~~

Page IV.D-16, delete the ninth bullet as follows:

~~Transitional Heights Adjustment from the maximum transitional height requirement that portions of buildings on a C-zoned lot shall not exceed the height limit of 61 feet within 100 to 199 feet distance from a lot classified in the R-zone;~~

Page IV.D-19, Section (i), paragraph 1, revise sentences 1 and 2 as follows:

~~As shown in Table IV.D-1, Option A would support the Community Center designation by providing a mixed-use development with commercial and residential uses. The development would provide for day and night use and street, pedestrian, and area lighting commensurate with nighttime use.~~

Page IV.D-21, Table D-1, revise comparison to Policy 3.1.4, as follows:

<p>Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.</p>	<p>Option A and Option B: Consistent With Approval of Entitlement Requests. Figure 3-2, Long Range Land Use Diagram, South Los Angeles, of the General Plan Framework, <u>does not provide a graphic designation for the project site or the adjacent</u> designates Washington Boulevard as a “mixed-use” boulevard. <u>Therefore, the designation of the project site under the Framework would be the same as the existing C2-1VL and P-1 zoning, with which the proposed building height and density are not consistent.</u> Therefore, development of Option A and Option B would be consistent with this designation since both options include development of commercial and residential uses. In addition, both <u>Both</u></p>
---	---

options would require a Zone Change and Height District Change from C2-1VL and P-1 to C2-2-D for all three parcels within the project site to allow the density and height proposed. With approval of the requested entitlements, both options would be consistent with the density provision of the General Plan Framework Long-Range Land Use Diagram. The purpose of the statement, "Consistent, with Approval of Entitlement Requests," is that the zoning and the land use designation is administrative in nature. Option A and Option B would not proceed without the administrative approval of the proposed General Plan Amendment or zone and height change. The changes would alter the underlying designation to allow consistency between Option A or Option B and the revised designation.

Page IV.D-21, Table D-1, revise comparison to Policy 3.2.2, as follows:

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

~~**Option A: Consistent.** Option A would be consistent with the "mixed-use" designation of Washington Boulevard as~~ Option A would result in a mixed-use development consisting of retail and restaurant uses integrated with multi-family residential units. The residential units would range in size from studios to 3-bedroom units. In addition, the site is an appropriate location for the proposed higher density, mixed-use development since the project would provide public services (including open space, pedestrian amenities, and a police substation) available for existing and future residents on the site and in the surrounding neighborhood. In addition, the site is located in an area in which there is public transit and sufficient infrastructure to accommodate the proposed development.

~~**Option B: Consistent.** Similarly, Option B would be consistent with the "mixed use" designation of Washington Boulevard as~~ Option B would result in a mixed use development. Option B would be consistent with the surrounding commercial and residential uses. In addition, the site is an appropriate location for the proposed higher density, mixed-use development since the project would provide public services (including open space, pedestrian amenities, and a police substation) available for existing and future residents on the site and in the surrounding neighborhood. In addition, the site is located in an area in which there is public transit and sufficient infrastructure to accommodate the proposed development.

Page IV.D-24, Table D-1, delete reference to Policy 3.9.1, as follows:

~~**Policy 3.9.1:** Accommodate the development of community serving commercial uses and services and residential dwelling units in areas designated as "Community Center" in accordance with Tables 3-1 and 3-5. The ranges and densities/intensities of uses permitted in any area shall be identified in the community plans.~~

~~**Option A and Option B: Consistent with Approval of Entitlement Requests.** As described above in Response to Policy 3.1.4, the uses proposed in Option A or Option B would be consistent with the Community Center designation. However, both options would require a Zone Change and Height District Change from C2-1VL and P-1 to C2-2-D to permit the proposed density and height. Therefore, with approval of the entitlement requests, both options would be consistent with this policy.~~

Page IV.D-27, Table D-1, add the following text:

Policy 5.7.2 Limit uses, where feasible, that are incompatible with housing on parcels directly adjacent to conservation neighborhoods.

Option A Consistency Analysis: Option A's proposed 18-story tower would be inconsistent with the low- and mid-rise character of the surrounding area. However, Option A would be partially consistent with Policy 5.7.2 in that it would provide mid-rise buildings as a transition between Option A's high-rise component and the adjacent conservation neighborhood. Option A's development intensity (1.78:1 FAR) is appropriate to the project site. The project site is located along a major boulevard in an older, highly urbanized area of the City, is currently developed with all-commercial uses, and borders an existing industrial zone along both sides of Washington Boulevard that continues into the central city. The mixed residential/commercial character and architectural articulation of Option A would soften the interface of this development with the surrounding residential neighborhood. The photograph in the General Plan Framework relative to Policy 5.7.2 purposely demonstrates an incorrect juxtaposition of uses and building scale, including a high-rise building within an existing single-family neighborhood along a shared street frontage. Unlike the photograph, the project site is located entirely within an existing commercial zone and occupied by a commercial use. Option A would not share the same street frontage as the adjacent multi-family residential neighborhoods to the east and south. Building B, the nearest building to off-site residential uses to the south would be separated by a 30-foot setback (within the project site) and an off-site service road from the back property line of residential uses to the south. Therefore, Option A would not correspond to the juxtaposition of uses in the illustration or, otherwise, represent an inconsistency with Policy 5.7.2.

Option B Consistency Analysis: Option B would be consistent with Policy 5.7.2 in that it would provide mid-rise buildings in the proximity of the adjacent conservation neighborhood. Option B's development intensity (1.61:1 FAR) is appropriate to the project site. The project site is located along a major boulevard in an older, highly urbanized area of the City, is currently developed with all-commercial uses, and borders an existing industrial zone along both sides of Washington Boulevard that continues into the central city. The mixed residential/commercial character and architectural articulation of Option B would soften the interface of this development with the surrounding residential neighborhood. The photograph in the General Plan Framework relative to Policy 5.7.2 purposely demonstrates an incorrect juxtaposition of uses and building scale, including a high-rise building within an existing single-family neighborhood along a shared street frontage. Unlike the photograph, the project site is located entirely within an existing commercial zone and occupied by a commercial use. Option B would not share the same street frontage as the adjacent multi-family residential neighborhoods to the east and south. Building 2, the nearest building to off-site residential uses to the south would be separated by a 30-foot setback (within the project site) and an off-site service road from the back property line of residential uses to the south. Therefore, Option B would not correspond to the juxtaposition of uses in the illustration or, otherwise, represent an inconsistency with Policy 5.7.2.

Page IV.D-30, paragraph 2, revise sentence 2 as follows:

Option A would provide a commercial and residential mixed-use development ~~along a mixed-use boulevard~~ that has easy access to public transit, would provide needed residential units, and would provide employment opportunities.

Page IV.D-30, paragraph 3, revise sentence 2 as follows:

Option B would ~~support the Community Center designation by providing~~ provide a mixed-use development with commercial and residential uses that would be aesthetically enhanced with extensive architectural elements and landscaping. Page IV.D-30, paragraph 3, revise sentence 2 as follows:

Page IV.D-41 and IV.D-42, paragraph 4 that begins at the bottom of page IV.D-41 and finishes on the top of page IV.D-42, delete the following paragraph:

~~Finally, Option A would require a Transitional Heights Adjustment since Building B would be located approximately 30 feet from an R-zone (residences to the south) and would have a maximum height of approximately 85 feet., The transitional height requirement of a maximum height limit of 61 feet within 100 to 199 feet of a residential zone is in order to limit aesthetic, air, and noise impacts on adjacent residential uses. However, as analyzed in Section IV.A, Aesthetics, Section IV.B, Air Quality, Section IV.E, Noise, and within this section, impacts to the residences located south of the project site would be less than significant. Therefore, compliance with the LAMC requirements and implementation of the mitigation measures outlined in this Draft EIR would reduce any impacts to the residential units as a result of the additional height to a less than significant level.~~

Page IV.D-43, delete the 3rd paragraph which reads as follows:

~~Option B would require a Transitional Heights Adjustment from the maximum transitional height requirement that portions of buildings on a C-zoned lot shall not exceed the height limit of 61 feet within 100 to 199 feet distance from a lot classified in the R-zone since Building 2 would also be approximately 85 feet measured from grade. Similar to Option A, compliance with the LAMC requirements and implementation of the mitigation measures outlined in this Draft EIR would reduce any impacts to the residential units as a result of the additional height to a less than significant level for Option B.~~

Page IV.D-62, Section 4, Mitigation Measures, delete the last sentence and replace it with the following sentence and add Mitigation Measure D-1:

Therefore, no mitigation measures would be required. However, the following mitigation measure is recommended to ensure that impacts remain less than significant:

Mitigation Measure D-1: Prior to issuance of building permits, the Department of City Planning shall review project consistency with the walkability checklist, and the Applicant shall incorporate further recommendations into the Site Plan found to increase consistency with the walkability checklist regarding building entries and pedestrian site access as feasible to the satisfaction of the Department of City Planning.

Section IV.F-3, Schools

Page IV.F-32, Section 2a, revise paragraph 2 as follows:

After growing in enrollment from 1980 to 2002, District enrollments have been declining in recent years. Enrollments are projected to again rise in future years. Building additional seats is needed in order to relieve existing overcrowding conditions, return all schools to single-track (2-semester) calendars, and allow current and future students to attend their neighborhood schools. In accordance with LAUSD's operational goal of eliminating multi-track calendars, the number of multi-track schools has been reduced to 87 schools as of School Year 09-10. LAUSD has experienced an increase in enrollment over the last decade, from 636,000 students in the 1994-1995 school year to over 688,000 students in the 2008-2009 school year. Further, LAUSD has recently implemented a class size reduction program. As part of an effort to create the needed additional space, LAUSD has implemented multi-track year-round school calendars at many school sites. Currently, more than 141 schools are on multi-track year-round schedules to accommodate the heavy enrollment at these facilities.¹ Other options utilized by LAUSD to address increased enrollment and reduce class size include open enrollment and providing portable classrooms and new permanent facilities. Transportation of students from overcrowded schools to less crowded schools is also a possible method to address overcrowding, though it is not a favored solution.

¹ *Los Angeles Unified School District, Office of the Chief Operating Officer. 2008-2009 New and Continuing Multitrack Year-Round Schools (Alphabetical), May 14, 2008. Website: http://www.lausd.k12.ca.us/district_calendars.html, accessed March 2009.*

Page IV.F-34, Section 2a, revise paragraph 2 as follows:

School capacity is developed independent of enrollment totals. LAUSD evaluates seating availability using resident enrollments (i.e. the number of students living in the school's attendance area and who are eligible to attend the school). Using resident enrollment to evaluate seating overages/shortages supports LAUSD's goal of making seats available at neighborhood schools for all students living within the school's attendance area. LAUSD assesses school capacity based on resident enrollment (i.e., the number of students living in the school's attendance area and who are eligible to attend the school) and not actual enrollment. Furthermore, LAUSD considers a school to be overcrowded if any one of the following occurs: (1) it currently operates on a multi-track calendar, (2) there is currently a seating shortage, or (3) there is currently a seating overage of less than or equal to a "safety margin" of 30 seats. As shown in Table IV.F-7, Arlington Heights Elementary School and Los Angeles Senior High School are currently overcrowded. Arlington Heights Elementary School and Cochran Middle School will be involved in boundary changes which will reduce overcrowding as a result of the opening of Central Region Elementary #13 for the 2010-2011 school year. Los Angeles High School will be involved in a boundary change that will reduce overcrowding as a result of the opening of Central Los Angeles Learning Center #1 for the 2010-2011 school year. To date, there are no plans by LAUSD to expand Arlington Heights Elementary School or Los Angeles Senior High School.

Section IV.G, Transportation/Circulation

Page IV.G-3, revise the description of Arlington Avenue as follows:

Arlington Avenue is designated a north-south Secondary Highway. It is a continuation of Wilton Place at Olympic Boulevard that extends southerly and becomes Van Ness Avenue at 54th Street. In the project vicinity, Arlington Avenue generally provides two through lanes in each direction, ~~except at the Santa Monica Freeway westbound ramps where three through lanes are available in the southbound direction.~~ However, immediately north of the Santa Monica Freeway westbound ramps, the roadway widens to provide three lanes in the southbound direction. Although a Type I arrow pavement marking is present in the innermost southbound travel lane north of the Santa Monica Freeway westbound ramps, this lane becomes an exclusive left-turn lane for vehicles accessing the Santa Monica Freeway eastbound on-ramp south of the westbound ramps. Left-turns are prohibited during the weekday A.M. and P.M. peak commute periods (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 7:00 P.M.) at Venice Boulevard, Washington Boulevard and Adams Boulevard. On-street parking is generally provided, except at some portions of the roadway where parking is prohibited from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 7:00 P.M. Approximately one mile southeast of the project site, Arlington Avenue provides full ramp access with the Santa Monica Freeway.

Page IV.G-64, revise Mitigation Measure G-1 as follows:

Mitigation Measure G-1: Prior to the start of construction, the Applicant shall develop a Construction Staging and Traffic Management Plan to be implemented during construction of the proposed project. The Construction Staging and Traffic Management Plan shall identify haul routes and all traffic control measures (including the use of flag persons and appropriate detour signage, and limiting large size trucks to off-peak commute periods, to the extent feasible) to be implemented by the construction contractor through the duration of demolition and construction activities associated with the project. The Construction Staging and Traffic Management Plan shall be subject to final approval by LADOT.

Section IV.H.1, Water

Page IV.H-34, revise Mitigation Measure H.1-1 as follows:

Mitigation Measure H.1-1: The project applicant shall incorporate the following water conservation measures into the project: high efficiency toilets (no more than 1.28 gallons per flush), all faucets in public restrooms shall be self closing, and the maximum flow rate for public use lavatory faucets shall be 0.5 gpm, high efficiency urinals in commercial uses (no more than 0.125 gallons per flush), high efficiency clothes washers (water savings factor of 5.0 or less), kitchen faucet aerators (no more than 1.5 gallons per minute), bathroom faucet aerators (no more than 1.5 gallons per minute), low-flow shower heads in the residential units (no more than 2.0 gallons per minute) and install energy star dishwashers.

Section IV.H.2, Wastewater

Page IV.H-58, Section 5, Mitigation Measures, delete the last sentence and replace it with the following sentence and add Mitigation Measure H.1-2:

~~Therefore, no mitigation measures are necessary.~~ However, the following mitigation measure is recommended to ensure that impacts remain less than significant:

Mitigation Measure H.2-1: Prior to issuance of Certificate of Occupancy, the Applicant shall implement one of either of the following:

Arrange for the design and construction of connection to the 8-inch line under Crenshaw Boulevard (Connection #51709111) to accommodate 50% of the project flow if the Bureau of Engineering determines that the connection is

feasible as determined by available capacity and the design elevations from the project site.

If connection to the 8-inch line is determined to be infeasible, the Applicant shall make a fair share contribution for the design and completion of the 36-inch diameter relief sewer under Adams Boulevard.

Section V, Alternatives

Page V-37, Table V-7, revise the Building Height for Alternative C to read as follows:

Table V-1

Development Summary of Alternative C and Option A

<u>Land Use</u>	<u>Alternative C</u>	<u>Option A</u>
---	---	---
Building Heights	68 to 205 <u>215</u> feet	68 to 205 feet
---	---	---

^a *Some of the residential units may be developed as rental units and later converted to condominiums. Any necessary approvals for such a conversion would be obtained prior to the conversion.*

Source: PCR Services Corporation, 2009

Page V-39, first paragraph, revise the next to last sentence as follows:

The maximum height of Building C would be approximately ~~230~~ 215 feet measured from grade.

Page V-51, paragraph 4, revise sentence 2 as follows:

The Historic Resource Alternative would meet the underlying objective ~~of the project~~ to create a mixed use and high quality architecturally significant mixed-use project through the use of architectural articulation and design, use of high quality building materials, and provision of public landscaping along the street. a high quality design. The mixed-use project ~~would that~~ provides new residential units in an area that needs housing as well as providing commercial uses that support and contribute to the neighborhood.

The Historic Resource Alternative would meet the underlying objective of the project to create a high quality, architecturally significant, mixed-use project that provides new residential

units in an area that needs housing as well as providing commercial uses that support and contribute to the neighborhood.

Page V-55, paragraph 6, revise paragraph 6 as follows:

~~However,~~ Once developed, Alternative D would improve the visual quality of the site by developing a unified mixed-use development with enhanced architectural features. Specifically, the buildings would be developed with a cohesive and unified architectural design. The building façades would be finished with a mix of building materials and various depths of surfaces and the commercial uses on the ground floor of the buildings would have a well-defined two-story base, with large display windows. In addition, ~~similar to Option A,~~ the pedestrian environment and the project site would be enhanced with extensive landscaping and pedestrian amenities. Alternative D would be designed with the same layout and architectural principles as under Option A, which were determined to upgrade the existing appearance of the site. Since Option A was determined have a less than significant impact with respect to visual quality, the similar design elements and upgrade of the project site under Alternative D would also be less than significant (see Section IV.A.3.d of the Draft EIR). ~~Therefore, the visual quality of the site would be enhanced with development of Alternative D and therefore, similar to Option A, impacts would be less than significant in this regard.~~

Page V-66, paragraph 2, revise sentence 1 as follows:

The Reduced Intensity Alternative to Option A would meet the underlying objective ~~of the project~~ to create a mixed-use, high quality, architecturally significant, mixed-use project through the use of architectural articulation and design, use of high quality building materials, and provision of public landscaping along the street. ~~that~~ The mixed- use would provides new residential units in an area that needs housing as well as providing commercial uses that support and contribute to the neighborhood.

Page V-82, paragraph 2, revise sentence 1 as follows:

The Reduced Intensity Alternative (to Option B) would meet the underlying objective ~~of the project~~ to create a mixed-use, high quality, architecturally significant, mixed-use project through the use of architectural articulation and design, use of high quality building materials, and provision of public landscaping along the street. ~~that~~ The mixed- use would provides new residential units in an area that needs housing as well as providing commercial uses that support and contribute to the neighborhood.

Appendix C, Historic Resources Assessment and Environmental Impacts Analysis

Page 42, revise the title of the subsection on the page as follows:

Stiles and Robert Clements, Architects and Engineers, 1955-1965

Page 43, revise the first sentence of the first full as follows:

In 1923, Mr. Clements became a partner at Morgan, Walls & Clements Associates.

Page 43, revise the name of the architectural firm in the third and fourth sentence to correct the name as follows:

Morgan, Walls & Clements

Page 43, third paragraph, revise the first sentence as follows:

In 1955, Mr. Clements opened his own architecture firm, Stiles and Robert Clements, Architects and Engineers (commonly referred to as Stiles and Clements Architects), with his son, Robert Clements, and served as Senior Partner of the firm until he retired in 1965.

Page 45, Subsection entitled Historical Resources in the Project Vicinity, add the following paragraph after the second full paragraph.

Potential historic districts were identified during a windshield survey by Myra L Frank & Associates Inc., and Leslie Heumann & Associates in 1990, and appended to the West Adams-Baldwin Hills-Leimert Park Community Plan. The potential districts include Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension Neighborhood District. The proposed project site and the neighborhood adjoining the property to the south, including the 4000 block of W. 21st Street and W. 22nd Place, were not included in any of the above potential historic districts. The proposed project site does not border any of the three mentioned potential historic districts nor the two designated HPOZ's. While the potential Arlington Heights Neighborhood North District, Central Arlington Heights Neighborhood District, and Arlington Heights Extension Neighborhood District are located near the proposed project site, they are not indirectly impacted by the proposed project. Furthermore, the two designated HPOZ's would not be indirectly impacted by the proposed project.

V. MITIGATION MONITORING PLAN

INTRODUCTION

The Mitigation Monitoring Plan (MMP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The City of Los Angeles is the Lead Agency for the proposed project. The MMP is designed to monitor implementation of all mitigation measures as identified in the Draft and Final EIRs for the proposed project. All mitigation measures are applicable to both Option A and Option B, unless stated otherwise (i.e., Mitigation Measure C-1 (Option A)).

MITIGATION MEASURES FROM ANALYSES CONTAINED IN THE DRAFT EIR

Mitigation measures are indicated below and are numbered consistent with the relevant section numbering provided in the Draft EIR. Each mitigation measure is listed and categorized by topic with an accompanying discussion of the following:

Monitoring Phase: The phase of the project during which the mitigation measure should be monitored (i.e., preconstruction, construction, or operation);

Enforcement Agency: The agency with the authority to enforce the mitigation measure;
and

Monitoring Agency: The agency which monitors compliance and implementation of the required mitigation measure.

The project applicant shall be obligated to provide certification prior to the issuance of site or building plans that compliance with the required mitigation measures has been achieved. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the project applicant unless otherwise noted.

A. AESTHETICS

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

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure A-2: The Applicant shall prepare a street tree plan to be reviewed and approved by the City's Department of Public Works, Urban Forestry. All plantings in the public right-of-way shall be installed in accordance with the approved street tree plan.

Monitoring Phase: Pre-Construction, Construction

Enforcement Agency: Department of Public Works Bureau of Street Services – Urban Forestry Division

Monitoring Agency: Department of Public Works Bureau of Street Services and Bureau of Street Lighting

Mitigation Measure A-3: All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the City of Los Angeles Department of Planning.

Monitoring Phase: Operation

Enforcement Agency: Department of Building and Safety; Department of City Planning

Monitoring Agency: Department of Building and Safety; Department of City Planning

Mitigation Measure A-4: All new street and pedestrian lighting within the public right-of-way shall be approved by the Bureau of Street Lighting and shall be tested in accordance with the requirements of the Bureau of Street Lighting.

Monitoring Phase: Pre-Construction, Construction

Enforcement Agency: Department of Public Works Bureau of Street Services and Bureau of Street Lighting

Monitoring Agency: Department of Public Works Bureau of Street Services and Bureau of Street Lighting

Mitigation Measure A-5: All new street and pedestrian lighting shall be shielded and directed away from any light-sensitive off-site uses.

Monitoring Phase: Operation

Enforcement Agency: Department of Building and Safety; Department of Public Works Bureau of Street Services and Bureau of Street Lighting

Monitoring Agency: Department of Building and Safety; Department of Public Works Bureau of Street Services and Bureau of Street Lighting

Mitigation Measure A-6: Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.

Monitoring Phase: Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning:

Mitigation Measure A-7: Prior to issuance of building permits, the project shall be required to demonstrate consistency with the design intent by demonstrating appropriate building materials and façade articulation to soften impacts due to massing and scale from the perspective of the residences to the south along W. 21st Street through compliance with Site Plan Review clearance.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

B. AIR QUALITY

Mitigation Measure B-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403. This mitigation measure would reduce PM₁₀ and PM_{2.5} emissions during construction.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-2: General contractors shall ensure that all construction equipment be properly tuned and maintained in accordance with manufacturer's specifications. This mitigation measure would reduce all criteria pollutant emissions during construction.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

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

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

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

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-5: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-6: All construction vehicles shall be prohibited from idling in excess of five minutes, both on- and off-site. Signs shall be posted limiting idling to five minutes or less.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-7: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations, in particular Rule 1113 (Architectural Coatings).

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-8: Water exposed surfaces at least twice a day under calm conditions. Water as often as needed on windy days when winds are less than 25 miles per hour or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site. This mitigation measure would reduce PM₁₀ and PM_{2.5} emissions during construction.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-9: All trucks hauling dirt, sand, soil or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the material and the top of the truck). Wash mud-covered tires and under-carriages of trucks leaving construction sites. This mitigation measure would reduce PM₁₀ and PM_{2.5} emissions during construction.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-10: Sweep adjacent streets, as needed, to remove dirt dropped by construction vehicles or mud that would otherwise be carried off by trucks departing the site. This mitigation measure would reduce PM₁₀ and PM_{2.5} emissions during construction.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-11: Securely cover loads with a tight fitting tarp on any truck leaving the construction site. This mitigation measure would reduce PM₁₀ and PM_{2.5} emissions during construction.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-12: Building walls shall be watered prior to use of demolition equipment. This mitigation measure would reduce PM₁₀ and PM_{2.5} emissions during construction.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-13: The Project Applicant shall, as feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods. This mitigation measure would reduce all criteria pollutant emissions during operation.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-14: The Project shall be designed so as to reduce energy usage by 14 percent beyond the ASHRAE baseline. Methods to reduce energy usage include installation, where available, of energy-efficient appliances

(e.g., ENERGY STAR) to reduce energy consumption. This mitigation measure would reduce all criteria pollutant emissions during operation.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-15: The project shall include air filtration systems for residential dwelling units designed to have a minimum efficiency reporting value (MERV) of 11 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The air handling systems shall be maintained on a regular basis per manufacturer's recommendations by a qualified technician employed or contracted by the project proponent or successor. Operation and maintenance of the system shall ensure that it performs at or above the minimum reporting value.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

Mitigation Measure B-16: The project shall reduce its domestic water demand by at least 30 percent through the use of low-water or high-efficiency fixtures, including toilets, urinals, showers, and faucets.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

C. HISTORIC RESOURCES

Mitigation Measure C-1 (Option A): The Applicant shall hire a qualified architectural historian to complete the Department of Parks and Recreation (DPR) Primary Record and Building, Structure, Object Record forms for St. Paul's Catholic Church located at 1908 S. Bronson Avenue (APN: 5060-007-003), ca. 1938 and St. Paul's Rectory, located at 4112 W. Washington Boulevard (APN: 5060-007-005), ca. 1917. (A qualified architectural historian is someone who meets the Secretary of the Interior's Standards in history and architectural

history and has at least five years of experience.) These buildings shall be documented in digital 35mm color photographs and recorded on the DPR forms referenced above. Exteriors, character-defining features, property setting and contextual views shall be documented. The DPR forms shall be filed at the City of Los Angeles Planning Department and at the South Central Coastal Information Center, California State University, Fullerton.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning

D. LAND USE AND PLANNING

Mitigation Measure D-1 Prior to issuance of building permits, the Department of City Planning shall review project consistency with the walkability checklist, and the Applicant shall incorporate further recommendations into the Site Plan found to increase consistency with the walkability checklist regarding building entries and pedestrian site access as feasible to the satisfaction of the Department of City Planning.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning

E. NOISE

Mitigation Measure E-1: Effective temporary noise barriers shall be used to block the line-of-site between the construction equipment and the noise-sensitive receptors during project construction, as follows:

- a) Provide a temporary 20-foot tall noise barrier along the southern and western boundaries of the project site to reduce construction noise at single-family residential uses along 21st Street and the St. Paul's Catholic Church and the school building.
- b) Provide a 10-foot tall noise barrier along the eastern boundary of the project site to block line-of-sight to the residential uses along 10th Avenue.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

Mitigation Measure E-2: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited, to the extent feasible.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure E-3: The construction staging area shall be located as far as feasible from sensitive receptors.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure E-4: The project contractor(s) would equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure E-5: In accordance with LAMC requirements, construction hours for exterior construction and hauling activities would occur between the hours of 7:00 A.M. and 9:00 P.M., Monday through Friday, and 8:00 A.M. and 6:00 P.M. on Saturday.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure E-6: To the extent feasible, construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously, which causes high noise and vibration levels.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure E-7: All outdoor loading dock and trash/recycling areas would be fully or partially enclosed such that the line-of-sight between these noise sources and any adjacent noise sensitive land use would be obstructed.

Monitoring Phase: Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure E-8: The parking facilities shall be designed so as to not have any unobstructed openings that face toward the residential uses to the south of the site (Location R3).

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure E-9: The exterior façade of the proposed residential units shall have a minimum Sound Transmission Class rating of 45 dBA (STC 45) for units facing north (i.e. Washington Boulevard), as required to not exceed the maximum 45 dBA (CNEL) at the interior of the residential units. An acoustical analysis of the architectural plans of the proposed residential building shall be prepared by a qualified acoustical engineer, prior to issuance of building permits, to ensure that the building construction shall provide adequate sound insulation to meet the acceptable interior noise level of 45 dBA CNEL. Building design to address sound insulation shall include to the extent necessary to achieve the interior noise level of 45 dBA CNEL features such as (1) air-conditioning/mechanical ventilation such that the units shall not have to rely on open windows for ventilation; (2) dual insulating glazed systems; (3) doors and windows opening to the exterior with acoustical seals; (4) fitting vents with dampers and/or acoustic louvers.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

F. PUBLIC SERVICES

1. Fire Protection

Mitigation Measure F.1-1: Prior to the issuance of a building permit, the Applicant shall consult with the Los Angeles Fire Department and incorporate fire

prevention and suppression features and other life-saving equipment (e.g., defibrillators) appropriate to the design of the project.

Monitoring Phase: Pre-Construction

Enforcement Agency: Fire Department

Monitoring Agency: Fire Department

Mitigation Measure F.1-2: The project shall comply with all applicable State and local codes and ordinances found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the City of Los Angeles General Plan, unless otherwise approved.

Monitoring Phase: Pre-Construction, Operation

Enforcement Agency: Fire Department

Monitoring Agency: Fire Department

Mitigation Measure F.1-3: Prior to the issuance of building permits, project building plans including a plot plan and floor plan of the buildings shall be submitted for approval by the Los Angeles Fire Department. The plot plan shall include the following minimum design features: location and grade of access roads and fire lanes, roadway widths, distance of buildings from an edge of a roadway of an improved street, access road, or designated fire lane, turning areas, and fire hydrants.

Monitoring Phase: Pre-Construction

Enforcement Agency: Fire Department

Monitoring Agency: Fire Department

Mitigation Measure F.1-4: The project shall comply with additional off-site public and on-site private fire hydrants in order to meet LAFD fire flow requirements, at the discretion of LAFD. The number, sizes, and locations of such hydrants would be determined by the LAFD either prior to the recordation of the final map or the approval of a building permit. The project shall install any required improvements by LAFD prior to issuance of a certificate of occupancy.

Monitoring Phase: Pre-Construction and Post-Construction

Enforcement Agency: Fire Department

Monitoring Agency: Fire Department

2. Police Protection

Mitigation Measure F.2-1: The Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit on crime prevention features appropriate for the design of the project. The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas. These measures shall be approved by the Police Department prior to the issuance of building permits.

Monitoring Phase: Pre-Construction

Enforcement Agency: Police Department

Monitoring Agency: Police Department

Mitigation Measure F.2-2: Upon project completion, the Applicant shall provide the Wilshire Community Police Station Commanding Officer with a diagram of each portion of the property, including access routes, and provide additional information that might facilitate police response.

Monitoring Phase: Post-Construction

Enforcement Agency: Fire Department

Monitoring Agency: Fire Department

3. Schools

Impacts related to pedestrian and bus routing and traffic safety during construction under Option A and Option B would be addressed through Transportation and Circulation mitigation measures, below. Impacts on school capacities during operation under Option A and Option B would be addressed through payment of mandatory developer fees, as provided under SB 50.

4. Parks and Recreation

Mitigation Measure F.4-1: In consultation with the City of Los Angeles Department of Recreation and Parks, the Applicant shall do one or more of the following or a combination of either: (1) dedicate additional parkland such that the project to meet the requirements of Section 17.12 of the LAMC; (2) pay in-lieu fees for any land dedication requirement shortfall; or (3) provide on-site improvements equivalent in value to said in-lieu fees.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Recreation and Parks; and
Department of Building and Safety

Monitoring Agency: Department of Recreation and Parks; and
Department of Building and Safety

5. Libraries

The LAPL recommendation that the developer pay mitigation fees of \$200 per capita to fund library services and materials is considered infeasible and will not be implemented.

G. TRANSPORTATION/CIRCULATION

Mitigation Measure G-1: Prior to the start of construction, the Applicant shall develop a Construction Staging and Traffic Management Plan to be implemented during construction of the proposed project. The Construction Staging and Traffic Management Plan shall identify haul routes and all traffic control measures (including the use of flag persons and appropriate detour signage, and limiting large size trucks to off-peak commute periods, to the extent feasible) to be implemented by the construction contractor through the duration of demolition and construction activities associated with the project. The Construction Staging and Traffic Management Plan shall be subject to final approval by LADOT.

Monitoring Phase: Pre-Construction

Enforcement Agency: Los Angeles Department of Transportation and
Department of Building and Safety

Monitoring Agency: Los Angeles Department of Transportation and
Department of Building and Safety

Mitigation Measure G-2: Prior to construction, the Applicant shall contact LAUSD Transportation Branch regarding potential impacts to school bus routes.

Monitoring Phase: Pre-Construction

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Mitigation Measure G-3: Maintain unrestricted access for school buses during construction.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation and Department of Building and Safety

Monitoring Agency: Los Angeles Department of Transportation and Department of Building and Safety

Mitigation Measure G-4: Comply with provision of the California Vehicle Code by requiring construction vehicles to stop when encountering school buses using red flashing lights.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Police Department

Monitoring Agency: Los Angeles Police Department

Mitigation Measure G-5: Not endanger passenger safety or delay student drop-off or pickup due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Police Department

Monitoring Agency: Los Angeles Police Department

Mitigation Measure G-6: Maintain safe and convenient pedestrian routes to LAUSD schools (School Pedestrian Route Maps are available at: <http://www.lausd-oehs.org/saferoutestoschools.asp>).

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Unified School District

Monitoring Agency: Los Angeles Unified School District

Mitigation Measure G-7: Maintain ongoing communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Unified School District

Monitoring Agency: Los Angeles Unified School District

Mitigation Measure G-8: Install appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Mitigation Measure G-9: Not haul past affected school sites, except when school is *not* in session. If that is infeasible, not haul during school arrival and dismissal times.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Mitigation Measure G-10: No staging or parking of construction-related vehicles, including worker-transport vehicles, adjacent to school sites.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation and Department of Building and Safety

Monitoring Agency: Los Angeles Department of Transportation and Department of Building and Safety

Mitigation Measure G-11: Provide crossing guards when safety of students may be compromised by construction-related activities at impacted school crossings.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation and Los Angeles Unified School District

Monitoring Agency: Los Angeles Department of Transportation and Los Angeles Unified School District

Mitigation Measure G-12: Install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.

Monitoring Phase: Construction

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

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

Mitigation Measure G-13: Provide security patrols to minimize trespassing, vandalism, and short-cut attractions.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Police Department

Monitoring Agency: Los Angeles Police Department

Mitigation Measure G-14: Restripe Washington Boulevard to provide one left-turn lane, two through lanes and one shared right turn/through lane in the eastbound direction at Crenshaw Boulevard. Extending the “No Parking” restriction on the south side of Washington Boulevard between Crenshaw Boulevard and 10th Avenue from the existing termination which is one block west of this intersection to one block east of Crenshaw Boulevard during the P.M. peak period.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Mitigation Measure G-15: Restripe Arlington Avenue to add a through lane at the I-10 Freeway eastbound ramps in the northbound direction. This additional through lane would extend north of the eastbound ramps and align with the left-turn trap lane at the I-10 Freeway westbound ramps.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Mitigation Measure G-16: 10th Avenue south of 23rd Street – The Applicant shall contribute to the Neighborhood Traffic Intrusion Reduction Trust Fund. The amount and the administrative procedures for this Fund shall be established in cooperation with and approval by LADOT.

Monitoring Phase: Pre-Construction

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation:

Mitigation Measure G-17: TDM Ordinance (LAMC 12.26.J) - The project shall comply with the provisions of Ordinance No. 168,700 for trip reductions. The applicant shall execute and record, prior to issuance of building permit, a Covenant which guarantees implementation and maintenance of the TDM requirements and trip reduction measures imposed by the LADOT as conditions of Project Permit Compliance Review approval. The Covenant shall run with the land and shall be binding on all future owners, successors, heirs and assigns. The Covenant shall be approved by LADOT and a certified copy delivered to LADOT. The TDM shall include an agreement to monitor and to submit monitoring reports as determined appropriate through consultation between LADOT and the Project Applicant on the progress of the TDM plan to LADOT. The monitoring reports shall include a report on the van/bus ridership, and other transit-related measures, as determined appropriate through consultation between LADOT and the Project Applicant.

TDM Program. The preliminary TDM program shall be reviewed and approved by the Department of Transportation prior to issuance of a building permit and submitted to the Department of Building and Safety, and that a final TDM program be approved by DOT prior to the issuance of any temporary or final certificate of occupancy for the project, and submitted to the Department of Building and Safety. A range of TDM measures that shall be considered, but also may not be limited to, based on site characteristics include the following:

- Enrollment into Metro’s B-TAP card program for onsite residents and employees;
- Pursuant to Internal Revenue Code Section 132(f), arrange pre-tax dollar transit commute expense accounts to provide transportation fringe benefits to eligible employees;
- Develop telecommuting technology and infrastructure in all residential units;
- Information brochures showing alternative travel mode and rideshare opportunities to residents, visitors and employees;

- Residential bicycle-loaner program;
- Building entrances oriented toward transit stops and pedestrian ways;
- Designate an onsite Transportation Coordinator as part of condominium association/home owners association (HOA);
- Debundled parking lease / or parking cash-out for the residential units, giving residents of the project options to opt-out of their parking and other tenants in the vicinity an option to lease (shared parking);
- Provide carpool sign-up board in common areas for residents travelling to the same locations for work; and
- Streetscape improvements to existing bus stops with shelters, transit information, benches, bicycle parking, trash receptacles and shade providing street trees.

Monitoring Phase: Pre-Construction

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Mitigation Measure G-18: The applicant shall provide offsite streetscape improvements to insert a landscaped median on the west-side crossing of the Washington Blvd., and 10th Ave. intersection at the discretion of Department of City Planning, and Bureau of Street Services pursuant to the West Adams-Baldwin Hills-Leimert Community Plan Community Design and Landscaping Guidelines and consistent with the Community Redevelopment Agency's Washington Boulevard Public Improvements Project. Construction of the improvements to the satisfaction of Bureau of Engineering (BOE), as required by the BOE B-Permit process, must be completed prior to the issuance of certificate of occupancy.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

H. PUBLIC UTILITIES

Mitigation Measure H.1-1: The project applicant shall incorporate the following water conservation measures into the project: high efficiency toilets (no more than 1.28 gallons per flush), high efficiency urinals in commercial uses (no more

than 0.125 gallons per flush), all faucets in public restrooms shall be self closing, and the maximum flow rate for public use lavatory faucets shall be 0.5 gpm, high efficiency clothes washers (water savings factor of 5.0 or less), kitchen faucet aerators (no more than 1.5 gallons per minute), bathroom faucet aerators (no more than 1.5 gallons per minute), low-flow shower heads in the residential units (no more than 2.0 gallons per minute) and install energy star dishwashers.

Monitoring Phase: Pre-Construction, Construction, Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure H.1-2: The project shall incorporate zoned irrigation, weather based irrigation controllers, and rotating sprinkler nozzles for landscape irrigation that restrict water flow to under 0.5 gallons per minute.

Monitoring Phase: Pre-Construction, Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety:

Mitigation Measure H.1-3: The project shall incorporate a minimum of 25 percent drought tolerant landscaping in the project landscaping. The plant pallet that indicates location of drought tolerant plants shall be included on landscape plants prepared by a licensed landscape architect to be approved by the Department of City Planning.

Monitoring Phase: Pre-Construction, Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure H.2-1: Prior to issuance of Certificate of Occupancy, the Applicant shall implement one of either of the following:

Arrange for the design and construction of connection to the 8-inch line under Crenshaw Boulevard (Connection #51709111) to accommodate 50% of the project flow if the Bureau of Engineering determines that the connection is feasible as determined by available capacity and the design elevations from the project site.

If connection to the 8-inch line is determined to be infeasible, the Applicant shall make a fair share contribution for the design and completion of the 36-inch diameter relief sewer under Adams Boulevard.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Bureau of Sanitation, Bureau of Engineering

MITIGATION MEASURES FOR ISSUE AREAS SCOPED OUT OF THE DRAFT EIR

The following mitigation measures are contained in the Initial Study prepared for the project or are contained in Section VI, Other Environmental Considerations. These mitigation measures are for issue areas that were not included in the analyses contained in the Draft EIR.

CULTURAL RESOURCES

Mitigation Measure V-1: If any archaeological materials are encountered during the course of the project development, the project shall be halted. The services of an archaeologist meeting the Secretary of the Interior Professional Qualification Standards for Archaeology shall be secured by contacting the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) at Cal State University Fullerton, or a member of the Register of Professional Archaeologists (RPA) to assess the resources and evaluate the impact. A report on the archaeological findings shall be prepared by the qualified archaeologist. A copy of the report shall be submitted to the CHRIS-SCCIC. Recovered archaeological materials shall be curated at an appropriate accredited curation facility. If the materials are prehistoric in nature, affiliated Native American groups (identified by the Native American Heritage Commission) may be consulted regarding selection of the curation facility.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure V-2: A qualified paleontologist shall be retained to develop a paleontological monitoring plan. The plan shall include review of geotechnical and other geological information and grading plans and a schedule of inspections of excavation and grading activities of the project site where excavations into the Quaternary Alluvium sediments are expected to occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections will be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure V-3: If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure V-4: At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure V-5: Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure V-6: Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure V-7: Following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and fossil finds, if any, the methods used in these efforts, as well as a description of the fossils collected and their significance, if any. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure V-8: In the event that human remains are encountered during project grading, all ground disturbing activities will cease in the immediate area and the City of Los Angeles Department of Public Works Department and the Los Angeles County Coroner shall be immediately notified. If the remains are determined to be Native American, the NAHC shall be notified within 24 hours, who in turn shall notify the person determined to be the most likely descendant of the local Native Americans who shall provide guidance for the appropriate disposition of the remains, which shall be handled at the applicant's expense. Disposition of the human remains and associated grave goods will be in accordance with procedures and requirements set forth in California Health and Safety Code Section 7050.5 and PRC 5097.91 and 5097.98, as amended.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure VII-1: If it is determined that a UST is located on the site, soil sampling or a Phase II Environmental Site Assessment shall be prepared, and the UST decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. If remediation is necessary, prior to issuance of a building permit, a letter certifying that remediation is complete from the appropriate agency shall be submitted to the Department of Building and Safety.

- Prior to issuance of a building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure VII-2: Prior to issuance of demolition permits, the Applicant shall submit verification to the City of Los Angeles Department of Building and Safety that a lead based paint survey has been conducted within the existing buildings to be modified or demolished. If lead based paint is found, the

Applicant shall follow all procedural requirements and regulations, including California Code of Regulations, Title 8, Section 1532.1, for proper removal and disposal of the lead based paint.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure VII-3: Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and Federal rules and regulations.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

HYDROLOGY AND WATER QUALITY

Mitigation Measure VIII-1: Project construction shall comply with the General Construction Activity Stormwater Permit (General Permit) and the City's Development Construction Program pursuant to the NPDES Permit (Permit No. CA00401). Implementation of the General Permit and NPDES Permit programs will mitigate potential impacts to a level of insignificant. These include the following measures:

- The project applicant shall be required to (a) file a Notice of Intent (NOI) to comply with the General Permit with the State Water Resources Control Board (SWRCB); and (b) pay the applicable fee. A proof of submittal of a NOI to the SWRCB must be shown as a condition for the issuance of a building/grading permit.
- The project applicant shall develop and implement a State Stormwater Pollution and Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) to prevent pollution associated with construction activities from moving off site into receiving waters.
- The project applicant shall perform maintenance and inspections of all BMPs.

- Construction-related materials, wastes, spills, sediments or residues shall be retained at the project site using adequate Treatment Control or Structural BMPs to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure VIII-2: The Applicant shall comply with storm water control measures identified as specified in Ordinance No. 172,176 and Ordinance No. 173,494 which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the

requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board.

At a minimum, the Applicant shall do the following:

- Implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated predevelopment rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

SOLID WASTE

Mitigation Measure XVI-1: Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

Monitoring Phase: Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure XVI-2: The construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction-related wastes. The contract specifying recycled waste service shall be presented to the Department of Building and Safety prior to approval of Certificate of Occupancy.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Mitigation Measure XVI-3: To facilitate onsite separation and recycling of construction-related wastes, the construction contractor shall provide temporary waste separation bins onsite during demolition and construction.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

