Application for Environmental Leadership Development Project
1045 Olive, LLC
1045 Olive Street, Los Angeles, California 90015
December 2017
Application for Environmental Leadership Development Project

Project Title: 1045 Olive Street

Project Applicant: 1045 Olive, LLC

Project Location: Los Angeles, California

PROJECT PROPOSAL

1045 Olive, LLC (Applicant) proposes a new mixed-use development (Project) on an approximately 0.96-acre site located at the northwest corner of Olive Street and 11th Street (Project Site). Four existing single story commercial buildings would be removed and replaced with a new 751,777 square foot (net) mixed-use high-rise building. The maximum floor-area ratio (FAR) for the Transit Area Mixed Use Project would be 13:1.

The development would include a 61-story tower atop a nine level podium structure (Podium) for a total of 70 floors, up to 810 feet in height. The Project would include a maximum of 794 residential units and 12,504 square feet of neighborhood serving commercial uses located at the ground level. Approximately 103,380 square feet of amenity/open space would be provided including a ground level public plaza with streetscaping, landscaping and a public art display (Plaza). Open space and recreation facilities for residents would be located atop the Podium (10th Floor Terrace), at mid-tower, on a terrace on the tower rooftop (Tower Roof Terrace) and within private balconies. At the pedestrian level, the Project would provide a 17-foot sidewalk along Olive Street and a 15-foot sidewalk (including a 3-foot sidewalk easement) along 11th Street.

The residential units would include a large range of housing types to serve a broad section of the housing market, including singles, small families, and empty-nesters as well as few larger units that could accommodate a larger family. The unit mix would include: studios, 1- and 2-bedroom units (with and without dens), and 3-bedroom units. Approximately two thirds of the units would be smaller than 2-bedroom in size and approximately one third of the units would be 2-bedrooms or larger in size. The residential units would be mostly located within the residential tower; however, approximately 40 units would be located along the top five levels of the Podium facing Olive Street and 11th Street.

The Project’s 12,504 square feet of commercial space would be located on the ground level. Access to the individual commercial units would be from 11th Street, Olive Street and the Plaza area. The commercial uses would meet needs of neighborhood residents. The specific commercial uses may vary; however, it is expected that a substantial amount of the commercial area would be devoted to restaurant uses. For the purposes of assessing environmental impacts, including for traffic and greenhouse gas (GHG) emissions, this assessment conservatively

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1 The height to the top of the residential development, i.e. to the Tower Roof Terrace, is 770 feet. The 810 feet is the height to the top of the rooftop screening.
assumes that the commercial space would be restaurant uses, which generate greater environmental impacts than retail uses.\textsuperscript{2}

Vehicle access (ingress/egress) would be provided from one entrance along Olive Street, near the northern property line, and from two entrances on the alley between 11\textsuperscript{th} Street and Olympic Boulevard. An on-site loading and move-in/out service area would also be accessed from the alley near the center of the Project Site. Vehicle parking would be provided within 6 subterranean parking levels and in 8 levels of parking above grade within the Podium. The Project would provide up to 891 parking spaces, and up to 886 bicycle spaces.

There are no trees located on the Project Site; however, five street trees are located along the street-side edge of Olive Street. The Project would include the addition of 137 canopy trees and just over approximately 0.2 acres of planting area of native plants, shrubs, perennials, and ground-cover to the Project Site. The Project would provide a large elevated garden on the 8\textsuperscript{th} and 10\textsuperscript{th} floors of the building, three outdoor amenity spaces with planting areas and canopy trees, and a rooftop garden with planting areas and canopy trees. Landscaping would be provided along the street edges and throughout all of the Project’s open space and would be selected from a large pallet of native plants.

\textbf{PROJECT SITE}

The Project Site is located at 1045 Olive Street on the northwest corner of Olive Street and 11\textsuperscript{th} Street in the Downtown area and South Park community of the City of Los Angeles (City). The Project Site lies within the southeast quadrant of the block that is surrounded by Olive Street on the east, 11\textsuperscript{th} Street on the south, Grand Avenue on the west and Olympic Boulevard on the north. The block is split by a south to north alley at midblock between S Olive Street and S Grand Avenue. The alley serves as the western boundary of the Project Site.

The Project Site is currently developed with four commercial buildings totaling 35,651 square feet and an approximately 5,952 square foot paved parking and hardscape area for a total of 41,603 square feet. The size of the Project Site will be reduced during Project implementation to increase the width of the alley and adjacent sidewalks to meet current standards. The post dedication Site would be 37,172 square feet.

Uses within the block that lie adjacent to the Project include a 7-story mixed-use development to the north, 7-story mixed-use development to the northwest, and a two story commercial building and 25-story mixed-use high-rise building to the west. Adjacent development across Olive Street to the east includes single story commercial uses; and across 11\textsuperscript{th} Street to the south includes a surface parking. Surrounding development includes a large array of newer mixed use development, and older commercial, office, residential and warehouse uses.

\textsuperscript{2} Calculations included in the analysis of environmental impacts for this Project conservatively assume that all of the commercial space would be used for restaurant uses. This provides for conservative analyses as restaurant uses generate greater impacts than retail uses. For example, restaurant uses generate greater levels of traffic and greater consumption of resources such as water consumption.
The Project vicinity is highly urbanized and generally built-out. The South Park community of Downtown Los Angeles is one of nine-districts in the Central City Community Plan area, and is representative of the Downtown Center with its concentration of government-related uses, high- and mid-rise office buildings, residential buildings, hotels, retail uses, museums, and cultural districts. The South Park area includes a mix of residential, medical, commercial, and retail uses; with a substantial concentration of housing located next to and over support services, such as retail and commercial developments that provide employment opportunities for area residents.

The Project Site is served by a network of regional transportation facilities that provide access to the greater metropolitan area. It is located less than 0.5 miles from the Metro Blue Line and Expo Line station at Pico Boulevard. The Project is located adjacent to multiple bus and shuttle lines within a ¼-mile walking distance, including multiple existing Metro bus service lines along Olive Street and Grand Avenue (14, 37, 70, 71, 76, 78, 79, 96, 378, and 770), the Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH) Route D (Union Station, South Park) on Hill Street, and LADOT Commuter Express lines on (431 and 437) on Olive Street and Grand Avenue. The Project Site is located approximately 0.6 miles north of the Santa Monica Freeway (I-10) and 0.6 miles east of the Harbor Freeway (I-110).

The Project Site is also located within walking distance (approximately 0.27 miles) east of the Figueroa Street Corridor, the focus of the MyFigueroa Streetscape project that is transforming the Figueroa Corridor into a multimodal street with improved transit, streetscape and landscaping features to better serve the needs of pedestrians, bicyclists, transit riders, and drivers alike. The MyFigueroa project extends eastward from Figueroa Street along 11th Street adjacent to the Project Site, ending at Broadway. Figueroa Street in the Project vicinity is also the focus of regional activity including LA LIVE, an entertainment, hotel, and residential complex that is a Citywide focus of entertainment activity; the Staples Center Arena, a multipurpose sports arena which is home to the Los Angeles Clippers, Los Angeles Kings, Los Angeles Lakers and Los Angeles Sparks; and the Los Angeles Convention Center, which regularly features conventions, trade shows, and exhibitions.

**CONSISTENCY WITH STATUTORY REQUIREMENTS FOR CEQA STREAMLINING**

This application was prepared in accordance with the Governor’s Guidelines for Streamlining Judicial Review under the California Environmental Quality Act (CEQA), which is provided on the Governor’s Office of Planning and Research Website (http://opr.ca.gov/s californiajobs.php).

The following information (in addition to all exhibits) is submitted to establish that the Project satisfies the statutory requirements for CEQA streamlining as further informed by the criteria set forth in the Governor’s Guidelines under California Public Resources Code Section 21178 et seq.

Information to show the project is residential, retail, commercial, sports, cultural, entertainment, or recreational in nature.

The Project is a mixed-use development that is both residential and commercial in nature, located on property zoned for high density residential development and commercial uses. As previously
stated, the Project would include 794 multi-family residential units and 12,504 square feet of neighborhood serving commercial uses located at the ground level.

The residential units would include a large range of housing types to serve a broad section of the housing market, including singles, small families, and empty-nesters as well as few larger units that could accommodate a larger family. The unit mix would include: studios, 1- and 2-bedroom units (with and without dens), and 3-bedroom units. The Project’s commercial uses would meet needs of neighborhood residents. The specific commercial uses may vary; however, it is expected that a substantial amount of the commercial area would be devoted to restaurant uses.

Amenity/open space would be provided including a ground level public plaza with streetscaping, landscaping and a public art display (Plaza). Open space and recreation facilities for residents would be located atop the Podium (10th Floor Terrace), at mid-tower, on a terrace on the tower rooftop (Tower Roof Terrace) and within private balconies. At the pedestrian level, the Project would provide a 17-foot sidewalk along Olive Street and a 15-foot sidewalk (including a 3-foot sidewalk easement) along 11th Street.

Proposed site plans for the Project are attached as Exhibit 1. Renderings of the Project are attached as Exhibit 2.

Information to show the project will qualify for LEED Gold Certification. The application shall specify those design elements that make the project eligible for LEED Gold Certification, and the applicant shall submit a binding commitment to delay operating the project until it receives LEED Gold Certification. If, upon completion of construction, LEED Gold Certification is delayed as a result of the certification process rather than a project deficiency, the applicant may petition the Governor to approve project operation pending completion of the certification process.

The Project will encourage design and construction decisions that have the potential to reduce energy and water use, promote resource conservation through redevelopment and the sourcing of local construction materials and create healthier indoor environments. The Project will achieve the United States Green Building Standards (USGBC) Leadership in Energy and Environmental Design (LEED) Gold Certification. Achieving LEED Gold Certification requires obtaining at least 60 points satisfying seven categories, which can be organized into three overarching themes: Siting and Transportation, Building Performance, and Material Selection. The end result is a positive impact on resource conservation, the built environment, and the local community.

Siting, Transportation, and Mixed Use: This overarching theme addresses preservation of undeveloped property by encouraging infill development, adaptive re-use of existing historic buildings, and facilitating pedestrian activity by integrating a diversity of uses and providing convenient access to public transportation. The Project is located in a prime urban location close to transit, entertainment and employment and will integrate a range of residential and commercial uses around public and private open spaces.
The Project will be designed as a high-density residential building with neighborhood serving commercial uses on a previously developed site in close proximity (i.e., within a one-half mile) to a number of services including restaurant, grocery, laundry/cleaner, movie theater, fitness center uses and other service uses. The Project would also incorporate heat island reduction strategies for 50 percent of the site hardscapes or provide 100 percent underground parking and incorporate heat island reduction strategies for the Project roof areas.

The Project’s placement within Downtown Los Angeles results in increased efficiencies with respect to the siting and transportation in the area. The Project is located less than 0.5 miles from Metro Blue Line and Expo Line station at Pico Boulevard, which connects to the 7th Street/Metro Center and the Red Line and Purple Line. The Project is also located adjacent to multiple bus and shuttle lines within a ¼-mile walking distance, including multiple existing Metro bus service lines along Olive Street and Grand Avenue (14, 37, 70, 71, 76, 78, 79, 96, 378, and 770), the Los Angeles Department of Transportation (LADOT) DASH Route D (Union Station, South Park) on Hill Street, and LADOT Commuter Express lines on (431 and 437) on Olive Street and Grand Avenue. Additionally, the Project will provide short- and long-term bicycle parking for bicycle commuters to facilitate “last mile” connectivity to nearby multi-modal transit options.

The Project would promote alternatives to conventionally fueled automobiles by providing electric vehicle charging stations and/or preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.

**Building Performance:** This overarching theme emphasizes water and energy efficiency to maximize livability with reduced resource consumption. Consideration will be taken to select high-performance materials, fixtures and appliances to optimize building energy performance to achieve a minimum of a 5 percent reduction from the LEED baseline consistent with LEED requirements and water consumption by 40 percent for indoor water and 50 percent for outdoor water from the LEED usage baseline. The Project would include other specific design features that would be incorporated into the Project design to enhance energy efficiency and sustainability. Wraparound-cantilevered balconies would be provided on every residential level that would provide shade and minimize solar gain throughout the building. Further considerations regarding energy efficiency and sustainability include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, rainwater harvesting and provisions for electric vehicle charging (wiring for 5 percent of all parking spaces and pre-wiring for 20 percent of all parking spaces).

**Material Selection:** This overarching theme attempts to reduce the building’s life cycle impact through the selection of upcycled, recycled and locally sourced materials where feasible and also minimize exposure to environmental toxins by choosing low volatile organic compound (VOC) materials. A few practices being considered are using salvaged, refurbished or reused materials for at least 5 percent of the total value of materials on the Project, using materials with recycled content for at least 10 percent of the total value of materials on the Project, using refrigerants that minimize ozone depletion, using adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of VOCs and/or other air quality pollutants, and providing on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable
materials and adequate storage areas for such containers during construction and after the building is occupied. Additionally, a construction and demolition waste management plan will maximize the recycling or salvage of nonhazardous construction debris.

**Green Building Features:** The Project will achieve the USGBC LEED Gold Certification and will be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code. A summary of key green building and LEED measures are provided below.

- The Project will incorporate heat island reduction strategies for 50 percent of the site hardscapes or provide 100 percent structured parking and incorporate heat island reduction strategies for the Project roof areas.
- The Project will promote alternatives to conventionally fueled automobiles by providing electric vehicle charging stations and/or preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- The Project will optimize building energy performance to achieve a minimum of a 5 percent reduction from the LEED baseline consistent with LEED required prerequisites.
- The Project will reduce water consumption by 40 percent for indoor water and 50 percent for outdoor water from the LEED usage baseline.
- The Project would reduce indoor potable water use by a minimum of 20 percent compared to baseline or standard water consumption by installing water fixtures that exceed applicable standards.
- The Project will provide on-site recycling areas with containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.

The GHG Emissions Offset Approach for the 1045 Olive Street Project / Commitment Letter and LEED Measures, dated December 2017, is attached as **Exhibit 3**.

**Information to show the project will achieve at least 15 percent greater transportation efficiency than comparable projects.** “Transportation efficiency” is defined as the number of vehicle trips by employees, visitors, or customers to the project divided by the total number of employees, visitors, and customers. The applicant shall provide information setting forth its basis for determining and evaluating comparable projects and their transportation efficiency, and how the project will achieve at least 15 percent greater transportation efficiency. For the purpose of this provision, comparable means a project of the same size, capacity and location.

The Project is considered an “infill” project, as it is replacing existing commercial uses with a high-density, mixed-use development. The Project Site is located in the South Park community of Downtown Los Angeles. The Project Site is located approximately 0.6 miles north of the Santa Monica Freeway (I-10) and 0.6 miles east of the Harbor Freeway (I-110), which provide regional access to the Site.
The Project includes a mix of residential and neighborhood serving commercial uses (restaurant and retail) located at the ground level, which would provide convenient local destinations for the residential element of the Project without having to drive to other locations. The mix of uses on the Project Site provides for internal capture of vehicle trips that would otherwise occur without the mix of uses. The Project is also located in a highly-walkable area of downtown Los Angeles with a high level of provision of bicycle facilities and excellent access to the highest level of transit service in Los Angeles, that will provide convenient access to local employment, shopping and entertainment opportunities without using a car for the residents of the Project. The Project Site is served by a network of regional transportation facilities that provide access to the greater metropolitan area. It is located less than 0.5 miles from the Metro Blue Line and Expo Line station at Pico Boulevard. The Project is located adjacent to multiple bus and shuttle lines within a ¼-mile walking distance, including multiple existing Metro bus service lines along Olive Street and Grand Avenue (14, 37, 70, 71, 76, 78, 79, 96, 378, and 770), the LADOT DASH Route D (Union Station, South Park) on Hill Street, and LADOT Commuter Express lines on (431 and 437) on Olive Street and Grand Avenue. The Project would also implement a Traffic Demand Management (TDM) Program that would provide new on-site residents and employees with transit information, on-site bicycle amenities (bicycle racks, lockers, showers, etc.), unbundle residential parking, and other measures to encourage the use of non-auto modes and reduce vehicle trips to and from the Project Site.

The combined effects of the Project’s urban infill location along major corridors, proximity to transit and pedestrian amenities, and proposed TDM program would reduce the Project’s anticipated daily vehicular trip generation estimates by approximately 32 percent as compared to a comparable mixed-use project. Therefore, the Project results in substantially more than the 15 percent greater transportation efficiency requirement.

The AB 900 Traffic Assessment for the 1045 Olive Street Project, dated September 2017, is attached as Exhibit 4.

**Information to show the project is located on an infill site, defined at Public Resources Code Section 21061.3, and in an urbanized area, as defined at Public Resources Code Section 21071**

The Project is located on an infill site. Under Public Resources Code Section 21061.3, an “infill site” is defined as a site that “has been previously developed for qualified urban uses.” In turn, a “qualified urban use” is defined, pursuant to Public Resources Code Section 21072, as “any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.” The Project Site meets this definition as it is currently developed with four existing commercial buildings. Additionally, the Project is located in an “urbanized area,” which is defined under Public Resources Code Section 21071 as “an incorporated city” that meets the criteria of having a population of at least 100,000 persons. The City of Los Angeles has an estimated population of 4,041,707 in 2017 according to the 2017 estimates prepared by the California Department of Finance. The Project would represent an urban infill development since it would be located on a site that meets the definition of an infill site in an urbanized area and would be considered a qualified urban use.
For a project that is within a metropolitan planning organization for which a sustainable communities strategy or alternative planning strategy is in effect, information to show the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets. For the purposes of this provision, “in effect” means that the sustainable communities strategy or the alternative planning strategy has been adopted by the metropolitan planning organization, and that the Air Resources Board has accepted the metropolitan planning organization’s determination that the sustainable communities strategy or alternative planning strategy meets the adopted greenhouse gas reduction targets and is not the subject of judicial challenge.

California Senate Bill (SB) 375 was passed by the State Assembly on August 25, 2008 and signed into law by the Governor on September 30, 2008. This legislation links regional planning for housing and transportation with the greenhouse gas (GHG) reduction goals outlined in California Assembly Bill (AB) 32. Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Community Strategy to encourage compact development that reduces passenger vehicle miles traveled (VMT) and trips so that the region will meet a target, created by the California Air Resources Board (CARB), for reducing GHG emissions.

The Project is within the jurisdiction of the Southern California Association of Governments (SCAG). On April 4, 2012, SCAG’s Regional Council adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future (2012–2035 RTP/SCS). On April 7, 2016, SCAG’s Regional Council adopted the 2016-2040 RTP/SCS: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life. The 2016-2040 RTP/SCS reaffirms the land use policies that were incorporated into the 2012-2035 RTP/SCS. On June 28, 2016, CARB accepted SCAG’s quantification of GHG emission reductions from the 2016 SCS and the determination that the 2016 SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB.3

The purpose of the SCAG RTP/SCS is to achieve its assigned regional per capita GHG reduction targets for the passenger vehicle and light-duty truck sector established by CARB pursuant to SB 375. SCAG’s RTP/SCS plans for regional population growth using smart land use strategies. As part of the SCS/RTP, “transportation network improvements would be included, and more compact, infill, walkable and mixed-use development strategies to accommodate new region’s growth would be encouraged to accommodate increases in population, households, employment,

3 CARB, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, April 2016 (http://www.arb.ca.gov/cc/sb375/scag_executive_order_g_16_066.pdf).
and travel demand.”4 Moreover, the RTP/SCS states that while “[p]opulation and job growth would induce land use change (development projects) and increase VMT, and would result in direct and indirect GHG emissions,” the RTP/SCS would “supports sustainable growth through a more compact, infill, and walkable development pattern.”5 Accordingly, the RTP/SCS outlines the region’s plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Additionally, the RTP/SCS demonstrates the region’s ability to attain and exceed the GHG emission-reduction targets set forth by CARB. The majority of new housing and job growth is focused in high-quality transit areas (HQTAs) and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development (TOD). This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management TDM measures.

Adopted strategies for the reduction of GHG emissions, as part of the 2012–2035 RTP/SCS and the 2016-2040 RTP/SCS, have the potential to significantly change the region’s land use and travel patterns to achieve GHG reductions by 2020, 2035, and 2040. Such strategies include (but are not limited to) the following:

- Compact growth in areas accessible to transit;
- Half of all new development on three percent of the region’s land use;
- More multi-family housing, jobs, and housing closer to transit;
- New housing and job growth focused in HQTAs; and
- Investments in biking and walking infrastructure to improve active transportation options and transit access.

Consistent with the RTP/SCS, the Project proposes higher density, consistent with compact growth, on a parcel of infill urban land accessible to and well served by public transit including frequent and comprehensive transit services provided by the nearby Metro Blue Line and Expo Line station at Pico Boulevard, which provides convenient access to locations within Downtown Los Angeles, Long Beach, Culver City, Santa Monica, and direct connections to the Metro Red and Purple lines that provide transit service to a multitude of locations through the Los Angeles region including Hollywood, Koreatown, and Universal City. The Project would be located within a quarter-mile of public transportation, including existing Metro bus service lines along Olive Street and Grand Avenue (14, 37, 70, 71, 76, 78, 79, 96, 378, and 770), the Los Angeles Department of Transportation (LADOT) DASH Route D (Union Station, South Park) on Hill Street, and LADOT Commuter Express lines on (431 and 437) on Olive Street and Grand Avenue. The SCAG objective of locating multi-family housing in proximity to jobs and transit would be accomplished by the Project. New housing and job growth, as a result of the completed

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5 Ibid, page 3.8-36.
Project, is focused in a HQTA, which SCAG defines as an area within a half mile of a well-
serviced transit stop. A well-service transit stop is one which has a 15 minute or less service
frequency during peak commute hours.”6 As discussed above, the Project would be consistent
with this strategy.

The Project would also be consistent with the general land use designation, density, and building
intensity outlined in the SCAG 2016–2040 RTP/SCS. Using data collected from local
jurisdictions, including General Plans, SCAG categorized existing land use into “land use types,”
then combined these land use types into 35 place types, and then classified sub-regions into one
of three land use development categories: urban, compact, or standard. SCAG used each of these
three categories to describe the conditions that exist and/or are likely to exist within each specific
area of the region.7

SCAG identified the existing General Plan land uses as Multi-Family Residential (SCAG Data
Request Maps, refer to the attached Figure 1). After converting this data into Scenario Planning
Zone-level place types, SCAG categorized the area surrounding the Project as an urban area.8

The RTP/SCS defines urban areas as “often found within and directly adjacent to moderate and
high density urban centers. Nearly all urban growth in these areas would be considered infill or
redevelopment. The majority of housing is multi-family and attached single-family (townhome),
which tend to consume less water and energy than the large types found in greater proportion in
less urban locations. These areas are supported by high levels of regional and local transit service.
They have well-connected street networks, and the mix and intensity of uses result in a highly
walkable environment. These areas offer enhanced access and connectivity for people who
choose not to drive or do not have access to a vehicle.”9

6 Technical Evaluation of the Greenhouse Gas Emission Reduction Quantification for the Southern
California Association of Governments’ SB 375 Sustainable Communities Strategy, dated May 2012.
7 Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable
Communities Strategy, pages 20-21, (2016). Available at: http://scagtrpacs.net/Pages/
8 Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable
Communities Strategy Background Documentation, Exhibit 13 Forecasted Regional Development
Types (2012) – Los Angeles City Subregion, (2015). Available at:
9 Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable
Communities Strategy, page 20, (2016). Available at: http://scagtrpacs.net/Pages/
Figure 1
Aerial Photograph with General Plan Land Uses

The SCAG urban land development category comprises the following urban footprint scenario models, including urban mixed use, urban residential, urban commercial, city mixed use, city residential, and city commercial.\textsuperscript{10, 11} The Project would consist of multi-family residential uses with ground- and mezzanine-level neighborhood serving commercial uses and thus would be consistent with the range of place types within the SCAG urban land development category.

Additionally, the RTP/SCS states that “urban mixed-use districts are exemplified by a variety of intense uses and building types. Typical buildings are between 10 and 40+ stories tall, with offices and/or residential uses and ground-floor retail space. Parking is usually structured below or above ground. Workers, residents, and visitors are well served by transit, and can walk or bicycle for many of their transportation needs.” The land use mix for the urban mixed-use place type is approximately 18 percent residential, 16 percent employment, 45 percent mixed-use, and 21 percent open space/civic.\textsuperscript{12}

Urban residential uses are the most intense residential-focused type, and are typically found within or adjacent to major downtown areas. They include high-rise and mid-rise residential towers, with some ground-floor retail space. Parking is usually structured below or above ground. Residents are well served by transit and can walk or bicycle for many of their daily needs.\textsuperscript{13}

City mixed-use areas are transit oriented and walkable, and contain a variety of uses and building types. Typical buildings are between 5 and 30 stories tall, with ground-floor retail space and offices and/or residential on the floors above. Parking is usually structured below or above ground. The land use mix for this place type is typically approximately 28 percent residential, 17 percent employment, 35 percent mixed use, and 20 percent open space/civic. The residential mix is composed of 97 percent multi-family and 3 percent townhomes. The average total net floor-area ratio (FAR) is 3.4, floor count ranges from 3 to 40 stories, and gross density ranges from 10 to 75 households per acre.\textsuperscript{14}

The RTP/SCS describes city residential place types as “dominated by mid- and high-rise residential towers, with some ground-floor retail space, and offices and/or residences on the floors above. Parking is usually structured below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs.” The land use mix for this place type is typically approximately 65 percent residential, 4 percent employment, 11 percent mixed use, and 20 percent open space/civic. The residential mix is 97 percent multi-family and 3 percent


\textsuperscript{12} Ibid.

\textsuperscript{13} Ibid.

\textsuperscript{14} Ibid.
townhome. The average total net FAR is 2.9, floor count ranges from 5 to 40 stories, and the gross density ranges from 35 to 37 households per acre.15

The Project consists of the development of a building containing mixed-use residential and commercial units in the South Park community of the city of Los Angeles. Surrounding land uses include a mixed-use development to the northeast of the Project site, a high-rise building to the west, commercial to the east, and a parking lot to the south.

The Project Site (1045 Olive Street) is currently occupied by four commercial buildings. The Project would consist of multi-family residential and ground- and mezzanine-level neighborhood serving commercial uses in a 61-story tower atop a nine level podium structure. The Project would include 6 subterranean and 8 above-grade parking levels within the podium, creating 802 residential vehicle parking spaces. Overall, the Project would include 794 residential units, and approximately 12,504 square feet of commercial space. Approximately 103,380 square feet of amenity/open space would be provided including a ground level public plaza with streetscaping, landscaping and a public art display. The maximum floor-area ratio (FAR) for the Transit Area Mixed Use Project would be 13:1.

The Project is located within the Central City Community Plan area and is designated as High Density Residential and is zoned [Q]R5-4D-O. The R5 zoning designation permits the development of high density residential development. The “[Q]” Condition allows commercial uses to be included along with the residential development provided the floor area for the commercial uses does not exceed a 2:1 FAR. The Height District No. 4 permits a FAR of 13:1. However, the “D” limitation limits the floor area to a maximum of 6:1 FAR, unless additional floor area is permitted through a Transfer of Floor Area (TFAR). The Project is located within a designated Transit Priority Area and as a mixed-use Project qualifies for the 13:1 FAR pursuant to Section 14.5 of the Los Angeles Municipal Code (LAMC) as a Transit Area Mixed Use Project that allows the proposed FAR to be based on the area contained within the centerlines of Olive Street 11th Street, and the abutting alley. Therefore, the Project is consistent with the SCAG urban land development category and consistent with the land use designation.

Information to show that the applicant has notified a lead agency prior to the release of the draft environmental impact report that it intends to certify a project for streamlined environmental review under the Jobs and Economic Improvement Through Environmental Leadership Act of 2011. Written acknowledgment from the lead agency of the applicant’s intent to apply for certification may be used to satisfy this requirement.

Prior to the circulation of the Draft Environmental Impact Report and well before approval of the Project entitlements, the City of Los Angeles, lead agency for the Project, has been notified that the Applicant is seeking certification for the Project under the Jobs and Economic Improvement

Through Environmental Leadership Act of 2011. The letter of acknowledgement and binding agreement between the Applicant and the City of Los Angeles is provided in Exhibit 7.

Information to show that the project will result in a minimum investment of $100 million in California through the time of completion of construction.

The Project will far exceed the $100 million minimum investment as required by Public Resources Code section 21183(a). In addition to the roughly $10 million in direct public benefit payments, the Project entails the demolition of 35,651 square feet of commercial buildings and construction of a 70-story urban mixed-used retail and residential project consisting of 794 apartments and 12,504 square feet of ground-level neighborhood serving commercial space. Based on recent construction cost information, the Project’s hard costs are estimated to be over $300 million. The fiscal impacts and economic benefits are summarized in Table 1 below.

### Table 1

<table>
<thead>
<tr>
<th></th>
<th>Construction (One-Time/Short-Term)</th>
<th>Ongoing Operation (Annual)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment</td>
<td>4,720 Jobs</td>
<td>550 Jobs</td>
</tr>
<tr>
<td>Labor Income</td>
<td>$327,400,000</td>
<td>$20,500,000</td>
</tr>
<tr>
<td>Economic Output</td>
<td>$808,200,000</td>
<td>$67,100,000</td>
</tr>
<tr>
<td>State and Local Taxes</td>
<td>$33,200,000</td>
<td>$8,600,000</td>
</tr>
<tr>
<td>City of Los Angeles and other Local Cities</td>
<td>$3,800,000</td>
<td>$1,400,000</td>
</tr>
<tr>
<td>County of Los Angeles</td>
<td>$8,600,000</td>
<td>$4,800,000</td>
</tr>
<tr>
<td>State</td>
<td>$20,800,000</td>
<td>$2,400,000</td>
</tr>
<tr>
<td>Federal Taxes</td>
<td>$65,700,000</td>
<td>$5,600,000</td>
</tr>
</tbody>
</table>


A detailed Fiscal Impact and Economic Benefit Analysis for the Project, dated December 2017, is attached as Exhibit 5.

Information to show that the project will satisfy the prevailing and living wage requirements of Public Resources Code section 21183(b).

The Project will create high-wage, highly skilled jobs that pay prevailing wages and living wages and will comply with all provisions of Public Resources Code Section 21183(b) as ordered. As defined in Section 21183(b)(1), “jobs that pay prevailing wages” means that all construction workers employed in the execution of the project will receive at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code. The Project Applicant will include this requirement in all contracts for the performance of the work.
As per Section 21183(b)(2)(B), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the project, or by an underpaid worker through an administrative complaint or civil action. Section 21183(b)(2)(B) does not apply if a project labor agreement is in place with enforcement through an arbitration process. The Project has not entered into a project labor agreement; therefore, enforcement is subject to the provisions of Section 21183(b)(2)(B).

Information establishing that the project will not result in any net additional greenhouse gas emissions. This information includes (1) a proposed methodology for quantifying the project’s net additional greenhouse gas emissions, and (2) documentation that quantifies both direct and indirect greenhouse gas emissions associated with the project’s construction and operation, including emissions from the project’s projected energy use and transportation related emissions; and quantifies the net emissions of the project after accounting for any mitigation measures. This information is subject to a determination signed by the Executive Officer of the Air Resources Board that the project does not result in any net additional greenhouse gas emissions, following the procedures set forth in section 6 of the Governor’s Guidelines.

The Project will not result in any net additional GHG emissions. The proposed methodology for quantifying the project’s GHG emissions is attached as Exhibit 6.

Prior to the onset of construction activity, the existing uses will be vacated and all facilities will cease to operate. The Project Site is currently developed with four commercial buildings totaling 35,651 square feet and an approximately 5,952 square foot paved parking and hardscape area for a total of 41,603 square feet. These existing uses would be demolished and removed to allow for development of the Project. Given the physical space limitations of the Project Site, the entire site would be fully built out prior to occupancy. Thus, the project would not result in simultaneous construction and operation GHG emissions from partial occupancy during construction.

Construction of the project would result in one-time GHG emissions of carbon dioxide (CO₂) and smaller amounts of methane (CH₄) and nitrous oxide (N₂O) from heavy-duty construction equipment, haul trucks, and worker vehicles. Construction emissions are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the off-road and on-road emissions factors. The emissions are estimated using the California Emissions Estimator Model (CalEEMod), which incorporates the CARB off-road emissions factor model, OFFROAD, and the on-road emissions factor model, EMFAC. The output values used in this analysis are adjusted to be project-specific based on expected equipment types and the construction schedule. These values are applied to the construction phasing assumptions to generate GHG emissions values for each construction year. The CalEEMod tool provides options for specifying equipment, horsepower ratings, load factors, and operational hours per day. Since a specific construction contractor(s) has not yet been
retained for the project, specific equipment specifications are not yet known. Therefore, air
district recommended default equipment and vehicle horsepower ratings and load factors
provided in CalEEMod are used in this assessment. The use of these CalEEMod factors is
recognized as providing a reasonably conservative estimate of a project’s construction emissions.
Construction of the project would occur over a number of phases and include activities such as
demolition, debris and soil hauling, building construction, architectural coating, and paving. The
construction phases are not independent of each other, as there may be overlap and efficiency
built into the construction process. Information regarding the activities that would occur during
these phases is provided below:

- **Demolition:** This phase is anticipated to begin as early as 2019 and last for approximately
  one month. If construction commences at a later date, this assessment would be considered
  conservative as future year emission factors tend to decline in future years. Construction
  equipment would include a concrete saw, loader, haul trucks, jackhammer, sweeper/scrubber
  and other construction equipment.

- **Site Preparation:** This phase is anticipated to occur during demolition and last for
  approximately one month. Construction equipment would include a concrete saw, excavator,
  and sweeper/scrubber.

- **Grading and Excavation:** This phase is anticipated to have some overlap with the
demolition and site preparation phase and last for approximately four months. Construction
  equipment would include a backhoe, drill rig, excavators, haul trucks, loaders, and
  sweeper/scrubber. Up to approximately 80,000 cubic yards of soil would be excavated and
  exported.

- **Utilities/Trenching:** This activity is anticipated to have some overlap with grading and
  excavation and last for approximately 3 months. During this phase, trenching for site utilizes
  would occur. Construction equipment would include a backhoe and sweeper/scrubber.

- **Foundation/Concrete Pouring:** This activity is anticipated to have some overlap with
  grading and excavation and utilities/trenching and would be on-going through building
  construction activities for approximately 2.5 years. During this activity, the building
  foundations would be prepared and concrete pouring for various building and Project Site
  elements would occur. Construction equipment would include a concrete trucks, backhoe,
  crane, forklift, and sweeper/scrubber.

- **Building Construction:** This phase is anticipated to begin after grading and excavation and
  after the building foundations have been prepared and last for just over 2 years. During this
  phase, the building would be constructed. Construction equipment would include cranes,
  forklifts, sweeper/scrubber, and material/vendor supply trucks.

- **Paving:** This activity is anticipated to last for approximately 2 months and occur during the
  building construction phase. During this activity, paving materials would be poured during
  construction of the buildings and related features and the surfaces would be paved.
  Construction equipment would include a backhoe, sweeper/scrubber, and other equipment.

- **Architectural Coating:** This activity is anticipated to last for approximately 2 years and
  occur during the building construction phase. During this activity, the interior and exterior
  coating would be applied to the residential and commercial uses as the floors are built out.
  Specific coating equipment would include an air compressor and forklift.
Operation of the Project would generate GHG emissions from vehicles traveling to and from the site, area sources (landscaping equipment and hearths) energy demand (electricity and natural gas), water demand, and solid waste generation. Physical and operational land use characteristics and green building features for which sufficient data is available to quantify the reductions from building energy and resource consumption are accounted for in the quantitative analysis, and include but are not limited to the following measures described below.

**Land Use Characteristics:** The Project includes a mix of residential and neighborhood serving commercial uses (restaurant and retail) located at the ground level, which would provide convenient local destinations for the residential element of the Project without having to drive to other locations. The mix of uses on the Project Site provides for internal capture of vehicle trips that would otherwise occur without the mix of uses. The Project is also located in a highly-walkable area of downtown Los Angeles with a high level of provision of bicycle facilities and excellent access to the highest level of transit service in Los Angeles, that will provide convenient access to local employment, shopping and entertainment opportunities without using a car for the residents of the Project. The Project is located in an area well served by multi-modal transportation options and in close proximity to services, which reduces VMT from private automobiles. The Project Site is less than 0.5 miles from the Metro Blue Line and Expo Line station at Pico Boulevard, which provides convenient access to locations within Downtown Los Angeles, Long Beach, Culver City, Santa Monica, and direct connections to the Metro Red and Purple lines that provide transit service to a multitude of locations through the Los Angeles region including Hollywood, Koreatown, and Universal City. The project would be located within a quarter-mile of public transportation, including existing Metro bus service lines along Olive Street and Grand Avenue (14, 37, 70, 71, 76, 78, 79, 96, 378, and 770), the Los Angeles Department of Transportation (LADOT) DASH Route D (Union Station, South Park) on Hill Street, and LADOT Commuter Express lines on (431 and 437) on Olive Street and Grand Avenue. The Project Site is also an infill location in close proximity (i.e., within a one-half mile) to a number of services including restaurant, grocery, laundry/cleaner, movie theater, fitness center uses and other service uses. The Project would also implement a TDM Program that would provide new on-site residents and employees with transit information, on-site bicycle amenities (bicycle racks, lockers, showers, etc.), unbundle residential parking, and other measures to encourage the use of non-auto modes and reduce vehicle trips to and from the Project Site. These characteristics result in a substantial reduction in VMT compared to the regional average.

**Green Building Features:** The Project will achieve the USGBC LEED Gold Certification and will be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code. Green building and LEED measures include the following.

- The Project will incorporate heat island reduction strategies for 50 percent of the site hardscapes or provide 100 percent structured parking and incorporate heat island reduction strategies for the Project roof areas.
- The Project will promote alternatives to conventionally fueled automobiles by providing electric vehicle charging stations and/or preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
• The Project will optimize building energy performance to achieve a minimum of a 5 percent reduction from the LEED baseline consistent with LEED required prerequisites.

• The Project will reduce water consumption by 40 percent for indoor water and 50 percent for outdoor water from the LEED usage baseline.

• The Project would reduce indoor potable water use by a minimum of 20 percent compared to baseline or standard water consumption by installing water fixtures that exceed applicable standards.

• The Project will provide on-site recycling areas with containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.

To achieve the goal of the Project not resulting in any net additional GHG emissions, the Project would implement GHG reduction measures and programs that may include community-based programs that reduce sources of GHG emissions in the regions. These may include installing solar panels on existing rooftops and carports or other similar community-based measures. The Project may also purchase green-power to offset the GHG emissions from the Project’s building electricity demand, obtain GHG credit offsets, or other similar types of GHG reductions. Detailed GHG emissions calculations demonstrating a net zero increase in GHG emissions is attached as Exhibit 6.

Information documenting a binding agreement between the project proponent and the lead agency establishing the requirements set forth in Public Resources Code sections 21183(d) (all mitigation measures will be conditions of approval and enforceable, and environmental mitigation measures will be monitored and enforced for the life of the obligation), (e) (applicant will pay costs for hearing by Court of Appeal), and (f) (applicant will pay costs of preparing the administrative record).

SB 734 (effective January 1, 2014) amended the AB 900 Guidelines, regarding the documentation of a binding agreement between the project proponent and the lead agency establishing the requirements set forth in Public Resources Code sections 21183 (d) (e) and (f), to remove the need for a binding agreement prior to the release of the Draft Environmental Impact Report. Section 21181 as amended by AB 246 requires the Governor to certify the project as an environmental leadership development project eligible for streamlining prior to January 1, 2020.

The letter of acknowledgement and binding agreement between the Applicant and the City of Los Angeles is provided in Exhibit 7.

Information per Public Resources Code 21184.5 as amended by SB 734 to show the project is providing unbundled parking for residential dwelling units, except for affordable dwelling units.

The project will provide unbundled parking for the residential dwelling units.
Information per Public Resources Code 21183(d) to show the project demonstrates compliance with the requirements of Chapters 12.8 (commencing with Section 42649) and 12.9 (commencing with Section 42649.8) of Part 3 of Division 30, as applicable.

With respect to municipal solid waste, the State has enacted regulations to address solid waste services and recycling. California Public Resources Code, Division 30, Part 3 Chapter 12.8, Section 42649 et seq. requires businesses that produce four cubic yards or more of solid waste per week or multifamily residential dwellings of five units or more to arrange for recycling services that are consistent with state or local laws or requirements, including a local ordinance or agreement, applicable to the collection, handling, or recycling of solid waste, to the extent that these services are offered and reasonably available from a local service provider. In addition, California Public Resources Code, Division 30, Part 3 Chapter 12.9, Section 42649.8 et seq. requires after January 1, 2020, if the department determines that statewide disposal of organic waste has not been reduced to 50 percent of the level of disposal during 2014, a business that generates two cubic yards or more per week of commercial solid waste is required to arrange for organic waste recycling services that include at least one of the following actions: (1) source separate of organic waste from other waste and subscribe to a basic level of organic waste recycling service that includes collection and recycling of organic waste, (2) recycle its organic waste on-site or self-haul its own organic waste for recycling, (3) subscribe to an organic waste recycling service that may include mixed waste processing that specifically recycles organic waste, (4) make other arrangements to meet the organic waste requirements of a local governmental agency that are more stringent or comprehensive than the requirements of Chapter 12.9, unless the department determines that this requirement will not result in significant additional reductions of organics disposal. The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan (SWIRP), also referred to as the City’s Zero Waste Plan, whose goal is to lead Los Angeles towards being a “zero waste” City


applicable requirements for waste diversion and recycling mandates. The City generally relies on single-stream waste recycling where mixed waste is collected and sorted for recycling at a waste reclamation facility. The project would subscribe to a municipal solid waste collection service that is approved by the City and that meets applicable City and State waste collection, management, recycling and diversion requirements.

**Consistency with Planning Goals, Policies and Objectives of the City of Los Angeles.**

The Project Site is located within the Central City Community Plan area in the City of Los Angeles. The Project Site has a General Plan land use designation of High Density Residential and is currently zoned [Q]R5-4D-O. The R5 zoning designation permits the development of high density residential development. The “[Q]” Condition allows commercial uses to be included along with the residential development provided the floor area for the commercial uses does not exceed a 2:1 FAR. The Height District No. 4 permits a FAR of 13:1. However, the “D” limitation limits the floor area to a maximum of 6:1 FAR, unless additional floor area is permitted through a Transfer of Floor Area (TFAR). The Project is located within a designated Transit Priority Area and as a mixed-use project qualifies for the 13:1 FAR pursuant to Section 14.5 of the LAMC as a Transit Area Mixed Use Project that allows the proposed FAR to be based on the area contained within the centerlines of Olive Street 11th Street, and the abutting alley. The Project Site is also located in a Los Angeles State Enterprise Zone, Central City and Downtown Parking Districts, Greater Downtown Housing Incentive Area, South Park II Business Improvement District, and Central City Revitalization Zone.

The Project is consistent with many of the goals, policies and objectives of the City of Los Angeles General Plan, the Housing Element, and the Do Real Planning Guidelines. In addition, all entitlements being considered for approval by the City of Los Angeles conform with the appropriate sections set forth in the LAMC and the underlying zoning.

**General Plan Framework**

The General Plan Framework includes the following goals, objectives and policies relevant to the proposed mixed-use development:

**Objective 3.1: Accommodate a diversity of uses that support the needs of the City’s existing and future residents, businesses, and visitors.**

**Policy 3.1.1: Identify areas on the Land Use Diagram and the Community Plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.**

The Project would provide 794 multi-family residential units and approximately 12,504 square feet of neighborhood serving commercial uses and would replace the existing four commercial buildings that total 35,651 square feet on the Project Site. The range of housing types and
commercial uses represent a more diverse mix of land uses that would support the needs of the City’s existing and future residents, businesses, and visitors. Downtown Los Angeles is a jobs-rich area and providing more residential uses on the Project Site would provide for needed housing in the City, particularly housing in close proximity to multi-modal transportation options.

The Framework Element Land Use Diagram(s) designate(s) districts, centers and mixed-use boulevards that are encouraged to develop with appropriate uses and character for their land use designations. The Project Site is located in an area that is identified as “Downtown Center,” which is targeted for major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, financial institutions, high-rise residential towers, regional transportation facilities and the Convention Center according to the City’s General Plan Framework’s Land Use Diagram. The Downtown Center is generally characterized by a floor area ratio up to 13:1 and high-rise buildings. Development of the Project would support the intent of the Downtown Center designation by providing high-rise residential with neighborhood serving commercial uses that provide housing options near regional transportation facilities, including the Metro Blue Line and Expo Line station at Pico Boulevard, and near job and entertainment opportunities including professional, offices, corporate headquarters, financial institutions, museums, theaters, restaurant, shopping, and other commercial service uses. The provision of residential units at this Downtown location would serve the needs of City residents, would expand the diversity within the designated Downtown Center, and provide housing in close proximity to the aforementioned commercial, retail, entertainment, and restaurant uses. The provision of the neighborhood serving commercial uses within the Project Site that would be accessible at ground-level would support the Project Site’s residents as well as other off-site residents, tourists, and visitors in the area by proving commercial services in a walkable environment.

**Objective 3.2:** To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.

**Policy 3.2.3:** Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

The Project would contribute to the concentration of mixed-use development along a corridor with convenient access to the Metro Blue Line and Expo Line (less than 0.5 miles), Metro bus and Metro rapid bus lines, and the LADOT DASH and Commuter Express lines. The Project is located adjacent to multiple bus and shuttle lines within a ¼-mile walking distance, including multiple existing Metro bus service lines along Olive Street and Grand Avenue (14, 37, 70, 71, 76, 78, 79, 96, 378, and 770), the Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH) Route D (Union Station, South Park) on Hill Street, and LADOT Commuter Express lines on (431 and 437) on Olive Street and Grand Avenue. The Project would also provide up to 886 bicycle spaces for on-site residents and the on-site commercial uses.

The new residential population would have access to commercial development on site as well as retail, restaurant, office, and entertainment activities within walking and biking distance and via bus and rail service. The Project would provide pedestrian access from various at-grade sidewalks and steps and would include a ground-level public Plaza with streetscaping,
landscaping and a public art display. At the pedestrian level, the Project would increase the sidewalk width and provide a 17-foot sidewalk along Olive Street and a 15-foot sidewalk (including a 3-foot sidewalk easement) along 11th Street to promote pedestrian activity.

The Project’s location, design, and specific features, including its proximity to high-capacity and high-frequency transit, commercial uses easily accessible from the ground-level, and implementation of a TDM program that will reduce the use of single occupant vehicles and increase the number of trips by walking, bicycle, carpool, vanpool, and transit. The Project would be expected to result in VMT reductions of approximately 32 percent daily, including 31 percent during the morning peak hour and 32 percent during the afternoon peak hour.

**Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.**

The exterior boundaries of the Project Site along Olive Street and 11th Street would provide streetscape amenities for pedestrians, including public Plaza with streetscaping, landscaping and a public art display. At the pedestrian level, the Project would increase the sidewalk width and provide a 17-foot sidewalk along Olive Street and a 15-foot sidewalk (including a 3-foot sidewalk easement) along 11th Street to promote pedestrian activity. There are no trees located on the Project Site; however, five street trees are located along the street-side edge of Olive Street. The Project would include the addition of 137 canopy trees and just over approximately 0.2 acres of planting area of native plants, shrubs, perennials, and ground-cover to the Project Site and landscaping would be provided along the street edges and throughout all of the Project’s open space and would be selected from a large pallet of native plants. The addition of trees, landscaping, and streetscaping would enhance the Project Site and make it more inviting for pedestrian activity. The Project would also include neighborhood serving commercial uses easily accessible from the ground-level along Olive Street and 11th Street, which would also enhance pedestrian activity.

**Housing Element 2013-2021**

The Project is consistent with goals, objectives and policies of the Housing Element 2013-2021, adopted by the Los Angeles City Council on December 3, 2013. The City of Los Angeles is committed to providing affordable housing and amenity-rich sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. The purpose of the General Plan Housing Element is to provide guidance for meeting the City’s need for housing per the allocation defined in SCAG’s Regional Housing Needs Assessment.

**Goal 1: An adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.**

**Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.**

**Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.**
Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

The 2013-2021 Housing Element identifies a need for 82,002 new housing units, of which 35,412 units, i.e. 43.2 percent of all units, would be marketed at above moderate income levels. The remaining 56.8 percent of the needed housing units consist of 13,728 moderate income units (16.8 percent), 12,435 low income units (15.2 percent), 10,213 very low income units (12.5 percent), and 10,213 extremely low income units (12.5 percent). The Project would provide 794 new multi-family residential units that would serve the growing population of the community in the designated Downtown Center. The Project would also include commercial uses, which would contribute to meeting the needs of Project residents, as well as off-site residents, tourists and visitors. The Project would remove the existing commercial uses and result in a net decrease of 23,147 square feet of commercial space. However, Downtown Los Angeles is jobs rich and the Project’s inclusion of high-rise residential uses near transit, office, commercial, and entertainment uses results in increased land use diversity for the area. The 794 residential units would represent approximately 0.97 percent of the 82,002 needed units identified in the SCAG Regional Housing Needs Assessment (RHNA) for the 8-year (2014 to 2021) planning period. The Project would provide a range of housing types for all family types including studios, 1- and 2-bedroom units (with and without dens), and 3-bedroom units.

Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.

Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City’s Framework Element of the General Plan.

The Project would concentrate new housing within the Downtown Center consistent with policies and objectives of the Framework Element. The Downtown Center is generally characterized by a floor area ratio up to 13:1 and high-rise buildings. As discussed previously, Development of the Project would support the intent of the Downtown Center designation by providing high-rise residential with neighborhood serving commercial uses that provide housing options near regional transportation facilities, including the Metro Blue Line and Expo Line station at Pico Boulevard, and near job and entertainment opportunities including professional, offices, corporate headquarters, financial institutions, museums, theaters, restaurant, shopping, and other commercial service uses. The provision of residential units at this Downtown location would serve the needs of City residents, would expand the diversity within the designated Downtown Center, and provide housing in close proximity to the aforementioned commercial, retail, entertainment, and restaurant uses. Furthermore, as stated above, the Project would assist the City in meeting its housing needs identified in SCAG’s Regional Housing Needs Assessment.

Goal 2: Safe, Livable, and Sustainable Neighborhoods

Objective 2.1: Promote safety and health within neighborhoods.

Policy 2.1.1: Establish development standards and policing practices that reduce the likelihood of crime
**Policy 2.1.2: Establish development standards and other measures that promote and implement positive health outcomes.**

The Project would promote safety and health within the neighborhood by providing landscaping, streetscaping, new sidewalks, and appropriate lighting along Olive Street and 11th Street. The Project would include neighborhood serving commercial uses easily accessible from the ground-level on Olive Street and 11th Street. The Project would incorporate a security program to ensure the safety of residents and visitors, including controlled access, video surveillance, and security personnel.

The Project would implement Project Design Features to promote positive health outcomes, including compliance with the Los Angeles Green Building Code and 2016 California Green Building Standards (CALGreen) Code, and compliance with USGBC LEED Gold Certification standards. To obtain LEED credits, the Project would use adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of VOCs and/or other air quality pollutants. The Project would also minimize transportation-related emissions by being located within walking distance of major transit centers including the Metro Blue Line and Expo Line station on Pico Boulevard, as well as other off-site office, commercial, and entertainment uses. The Project would enhance the pedestrian space to encourage walking and other non-automotive forms of transportation. In addition, the project would provide up to 886 short-term and long-term bicycle parking spaces to promote bicycling. The Project would place residential uses approximately 0.6 miles north of the Santa Monica Freeway (I-10) and 0.6 miles east of the Harbor Freeway (I-110), which would serve as an adequate buffer distance from these freeways so that potential exposure to freeway-generated air pollutant emissions would not pose an elevated health risk.

**Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.**

**Policy 2.3.2: Promote and facilitate the reduction of water consumption in new and existing housing.**

**Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing.**

**Policy 2.3.4: Promote and facilitate reduction of waste in construction and building operations.**

The Project would ensure sustainable building design through compliance with the 2016 CALGreen Code, Los Angeles Green Building Code, Los Angeles Building Code, Planning and Zoning Code, and compliance with USGBC LEED Gold Certification standards. Design features of the project would include implementation of heat island reduction strategies, optimization of building energy performance to achieve greater than the minimum 5 percent reduction from the LEED baseline as specified in the LEED required prerequisites, and water efficiency features to reduce water consumption by 40 percent for indoor water and 50 percent for outdoor water from the LEED usage baseline. The Project would provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers during construction and after the building is occupied. Additionally, a
construction and demolition waste management plan will maximize the recycling or salvage of nonhazardous construction debris.

**Objective 2.4:** Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

**Policy 2.4.1:** Promote preservation of neighborhood character in balance with facilitating new development.

**Policy 2.4.2:** Develop and implement design standards that promote quality residential development.

As discussed previously, the Project would provide 794 multi-family residential units that would serve a broad section of the housing market, including singles, small families, and empty-nesters as well as larger units that could accommodate a larger family. The unit mix would include: studios, 1- and 2-bedroom units (with and without dens), and 3-bedroom units. The Project would be consistent with the character of the Downtown Center, which is targeted for high-rise residential towers, and major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, financial institutions, regional transportation facilities, and other urban uses. The Project would also be designed consistent with the City’s Downtown Design Guide. The provision of the neighborhood serving commercial uses within the Project Site that would be accessible at ground-level would support the Project Site’s residents as well as other off-site residents, tourists, and visitors in the area by proving commercial services in a walkable environment. The Project would also include the addition of 137 canopy trees and just over approximately 0.2 acres of planting area of native plants, shrubs, perennials, and ground-cover to the Project Site and landscaping would be provided along the street edges and throughout all of the Project’s open space and would be selected from a large pallet of native plants. The addition of trees, landscaping, and streetscaping would enhance the Project Site and make it more inviting for pedestrian activity.

**City Planning Commission – Do Real Planning**

Promoting the ideals of inspired, principles land use planning concepts at a citywide level, the Los Angeles City Planning Commission has fostered new visions with its “Do Real Planning.” The proposed project fulfills several of these important objectives and goals:

**Demand a Walkable City:** This concept poses the question of whether a project actively welcomes its own users, its neighbors and its passerby. The Project proposes a walkable concept within the Downtown Center by orienting commercial spaces towards the street frontages along Olive Street and 11th Street. The Project would provide and enhance the street frontages with and landscaping, streetscaping, and new and wider sidewalks along Olive Street and 11th Street, as well as providing 137 canopy trees and just over approximately 0.2 acres of planting area of native plants, shrubs, perennials, and ground-cover on the Project Site. In addition, a public Plaza with streetscaping, landscaping and a public art display. These features would enliven the pedestrian environment and improve the visual character of the Project Site and the Downtown Center area.
Offer Basic Design Standards: The Project would be consistent with the character of the Downtown Center, which is targeted for high-rise residential towers and other major commercial, entertainment, office, financial, and transportation centers. The Project would also be designed consistent with the City’s Downtown Design Guide. The provision of the neighborhood serving commercial uses within the Project Site that would be accessible at ground-level would support the Project Site’s residents as well as other off-site residents, tourists, and visitors in the area by proving commercial services in a walkable environment. The parking areas within the Podium would be covered with mesh screening. Residential liner units in the upper Podium levels (5 through 9) would offer a variation in the building appearance that is defined by the horizontal lines of the residential balconies. The design of the Project would be consistent with the overall character of the Downtown Center while also providing an appealing Project Site.

Locate Jobs Near Housing: The Commission observes that “the time for segregating jobs from housing in Los Angeles has passed.” The Commission observes that the City has “several stale business boulevards and districts that are ripe for renovation; in these traditionally commercial-only locations, we must include both jobs and housing in the mix.” The Project Site is primed for renovation proposed by the Commission insofar as the project would bring needed housing units into the jobs-rich Downtown Center area, along with neighborhood serving commercial uses.

Produce Green Buildings: The Project would comply with the applicable requirements of the 2016 CALGreen Code, the Los Angeles Green Building Code, and compliance with the USGBC LEED Gold Certification standards. Some of the Project’s key design features that would contribute to energy efficiency include optimizing building energy performance to achieve greater than the minimum 5 percent reduction from the LEED baseline specified in the LEED required prerequisites and water consumption by 40 percent for indoor water and 50 percent for outdoor water from the LEED usage baseline. The Project would include other specific design features that would be incorporated into the Project design to enhance energy efficiency and sustainability. Wraparound-cantilevered balconies would be provided on every residential level that would provide shade and minimize solar gain throughout the building. Further considerations regarding energy efficiency and sustainability include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, rainwater harvesting and provisions for electric vehicle charging (wiring for 5 percent of all parking spaces and pre-wiring for 20 percent of all parking spaces).

Identify Smart Parking Requirements: The Project would provide parking within 6 subterranean parking levels and in 8 levels of parking above grade within the Podium. The parking areas within the Podium would be covered with mesh screening, while residential liner units in the upper Podium levels (5 through 9) would offer a variation in the building appearance that is defined by the horizontal lines of the residential balconies. The Project would provide 886 bicycle parking spaces for residents and the commercial uses, with short-term bicycle parking located along the streets.