



Department of City Planning

City Hall • 200 N. Spring Street, Room 601 • Los Angeles, CA 90012



FINAL ENVIRONMENTAL IMPACT REPORT

CENTRAL CITY COMMUNITY PLAN AREA

Wilshire Grand Redevelopment Project

Case No. ENV-2009-1577-EIR-GB

Council District No. 9

<p>THIS DOCUMENT COMPRISES THE EIR ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT</p>

Project Address: 930 Wilshire Boulevard, Los Angeles, California 90017

Project Description: The Wilshire Grand Redevelopment Project includes development on a 3.2-acre site located in the Central City (Downtown) area of the City of Los Angeles. The Project includes demolition of the existing Wilshire Grand Hotel and Centre, and the development of a maximum of 560 hotel rooms and/or condo-hotel units, 100 residential units, 1,500,000 square feet of office, 275,000 square feet of amenity areas including, but not limited to, project-serving retail and restaurant uses, conference and meeting rooms, ballrooms, spa, fitness center, and ancillary other hotel, residential, and office areas. The Project includes a landscaped pedestrian plaza at the corner of Figueroa Street and 7th Street, as well as a rooftop helistop. Approximately 1,900 parking spaces will be provided in eight levels of subterranean parking. The Project includes one approximately 65-story structure, no more than 1,250 feet in height, one approximately 45-story structure, no more than 750 feet in height, and an approximately six-story podium structure, no more than 168 feet in height.

APPLICANT:

Hanjin International Corporation
c/o Thomas Properties Group, L.P.

PREPARED BY:

EcoTierra Consulting

October 2010

WILSHIRE GRAND REDEVELOPMENT PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

PREPARED FOR:

The City of Los Angeles
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, California 90012

APPLICANT:

Hanjin International Corporation
c/o Thomas Properties Group, L.P.
515 South Flower Street, 6th Floor
Los Angeles, California 90071

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October 2010

EAF NO.: ENV-2009-1577-EIR-GB

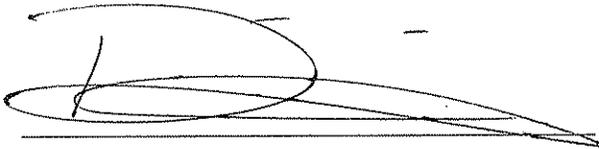
SCH NO.: 2009071035

PROJECT NAME: The Wilshire Grand Redevelopment Project

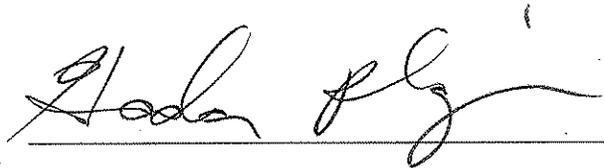
RECOMMENDATION FOR EIR CERTIFICATION

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.

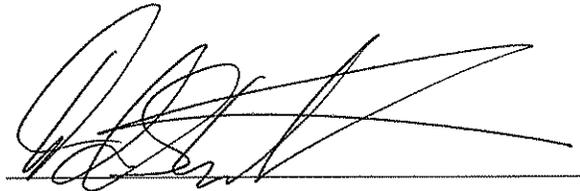
Submitted by:



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October 6, 2010

**NOTICE OF COMPLETION AND AVAILABILITY OF
FINAL ENVIRONMENTAL IMPACT REPORT NO.
ENV-2009-1577-EIR-GB
STATE CLEARINGHOUSE NO. 2009071035**

TO: Owners of Property and Occupants and other interested parties

PROJECT NAME: Wilshire Grand Redevelopment Project

SITE LOCATION: 930 Wilshire Boulevard, Los Angeles, California 90017

COUNCIL DISTRICT: 9 (Jan Perry)

A development project has been proposed for this site, for which the captioned Final Environmental Impact Report has been prepared. The project is described as:

The Wilshire Grand Redevelopment Project (Project) includes development on a 3.2-acre site located in the Central City (downtown) area of the City of Los Angeles. The Project includes demolition of the existing Wilshire Grand Hotel and Centre, and the development of a maximum of 560 hotel rooms and/or condo-hotel units, 100 residential dwelling units, 1,500,000 square feet of office uses, 275,000 square feet of amenity areas including, but not limited to, project-serving retail and restaurant uses, conference and meeting rooms, ballrooms, spa, fitness center, and other ancillary hotel, residential, and office areas. The Project includes an approximately one-quarter of an acre landscaped outdoor plaza at the corner of 7th Street and Figueroa Street, as well as a rooftop helistop. Approximately 1,900 parking spaces will be provided in eight levels of subterranean parking. The Project includes one approximately 65-story structure, no more than 1,250 feet in height ("Building A"), an approximately 45-story structure, no more than 750 feet in height ("Building B"), and an approximately six-story podium structure, no more than 168 feet in height.

The project may require various approvals including, but not limited to, Vesting Tentative Tract Map, Street Vacation/Merger, Haul Route Approval; Site Plan Review; Development Agreement; Ordinance for alternative "Buildable Area" definition; Conditional Use Permit (CUP) for Alcohol; CUP for Wireless Telecommunication Facilities; Zoning Administrator Determination for Shared Parking; CUP for Heliport; CUP for Major Development Project; Reduced On-site Parking with Remote Off-site Parking or Transportation Alternatives; Transfer of Floor Area Approval (to increase permitted Floor Area Ratio to 13:1 as allowed under the "D" Development Limitation) and relief from LAMC 14.5.12; Zone Variance (to allow outdoor dining areas above the ground floor); Supplemental Use District (SUD) or equivalent for signage; Transient Occupancy Tax (TOT) Subvention; Green Building Program Applications; any approvals that may be required from the Federal Aviation Administration, pursuant to notification of the FAA under Form 7460; Site Plan Review; Haul Route approval; demolition, grading, excavation, foundation and associated building permits; certification of an Environmental Impact Report; and any additional actions as may be deemed necessary. In addition, regulatory permits from the Department of Fish and Game, Regional Water Quality Control Board and the South Coast Air Quality Management District will be procured, as required.

If you wish to review a copy of the Final Environmental Impact Report (FEIR) or the documents referenced in the FEIR, you may do so in Room 750, City Hall, 200 N. Spring Street, Los Angeles CA 90012. Copies of the FEIR are also at the following **Library Branches**:

- 1) Central Library - 630 West 5th Street, Los Angeles, CA 90071
- 2) Chinatown Branch: 639 N. Hill Street, Los Angeles, CA 90012
- 3) Little Tokyo Branch: 203 S. Los Angeles Street, Los Angeles, CA 90012

The FEIR is also available online at the Department of City Planning's website [<http://cityplanning.lacity.org/> (click on "Environmental" and then "Final Environmental Impact Reports")]. The FEIRs can be purchased on cd-rom for \$7.50 per copy. Contact **Diana Kitching** of the City of Los Angeles at Diana.Kitching@lacity.org or (213) 978-1351 to purchase one.

Michael J. LoGrande
Director of Planning



Diana Kitching, EIR Unit
Division of Land: Environmental Review Section

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	I-1
II. LIST OF COMMENTERS	II-1
III. RESPONSES TO COMMENTS	III-1
IV. CORRECTIONS AND ADDITIONS	IV-1
V. MITIGATION MONITORING PLAN	V-1

APPENDICES

APPENDIX A:	Memorandum, Lighting Design Alliance to Thomas Properties Group, September 17, 2010
APPENDIX B:	Memorandum, Gibson Transportation Consulting, Inc., to Thomas Properties Group, September 7, 2010
APPENDIX C:	Memorandum, Acoustical Engineering Services to Thomas Properties Group, September 7, 2010
APPENDIX D:	Letter from Rios Clementi Hale Studios to Thomas Properties Group, September 3, 2010
APPENDIX E:	Letter from AC Martin Partners to Thomas Properties Group, September 20, 2010
APPENDIX F:	Land Use Equivalency Program Technical Report, Prepared by Christopher A. Joseph & Associates, April 2010
APPENDIX G:	Appendix B to the Transportation Study, Intersection Lane Configurations
APPENDIX H:	Appendix F to the Transportation Study, Intersection Level of Service Worksheets
APPENDIX I:	Water Supply Assessment for the Wilshire Grand Redevelopment Project, Prepared by Water Resources Division of the City of Los Angeles Department of Water and Power, April 20, 2010
APPENDIX J:	Wilshire Grand Redevelopment Project, 930 Wilshire Blvd, Los Angeles, CA, Environmental Impact Report, Utilities, Natural Gas, Prepared by Glumac, May 2010

FIGURES

Figure IV.B-19	Project Trip Distribution	IV-2
Figure IV.B-30	Peak Monthly Daily Parking Demand by Hour Future-with-Project Conditions, Before TDM Program	IV-3
Figure IV.B-31	Proposed Transportation Improvement Program	IV-4
Figure IV.B-32	Future-with-Project-with-Mitigation Conditions (Year 2020) Intersection Level of Service – Morning Peak Hour	IV-5
Figure IV.B-33	Future-with-Project-with-Mitigation Conditions (Year 2020) Intersection Level of Service – Afternoon Peak Hour	IV-6
Figure IV.B-34	Residual Significant Intersection Impacts	IV-7

TABLES

Table IV.I.1-1	Existing Fire Stations Serving the Project Site	III-20
Table III-1	Comparison of Trip Generation Credits	III-65
Table III-2	Estimated Construction Phase (Equipment Generated) Noise Levels at the Interior of the Adjacent Office Buildings	III-70
Table III-3	Future with Project with Mitigation Conditions (2020) Intersection Peak Hour Levels of Service (LOS)	III-77
Table III-4	Estimated Exterior and Interior Noise Levels (Lmax (dBA)) from Construction Falling Debris	III-81
Table III-5	Estimated Construction Equipment Vibration Impacts – Human Perception	III-83
Table III-6	Estimated Groundborne Vibration due to Construction Debris Falling – Building Damage and Human Perception	III-83
Table IV.C-15	FTA Construction Vibration Impacts – Human Perception	IV-8
Table IV.I.1-1	Existing Fire Stations Serving the Project Site	IV-10
Table 29	Access Impact Analysis – Operational	IV-13

I. INTRODUCTION

SUMMARY OF THE PROPOSED PROJECT

The Project would include the demolition of the existing Wilshire Grand Hotel and Centre, including existing subterranean parking, vacation of Francisco Street, and redevelopment of the Project Site with a maximum of 560 hotel rooms and/or condo-hotel units, 100 residential dwelling units, 1,500,000 square feet of office uses, and 275,000 square feet of amenity areas including, but not limited to, Project-serving retail and restaurant uses, conference and meeting rooms, ballrooms, spa, fitness center, and other ancillary hotel, residential, and office areas (“Services”). The total maximum floor area of Project improvements proposed would be 2,543,437 square feet.

The Project Site would be developed with an approximately 65-story structure, no more than 1,250 feet in height (“Building A”), an approximately 45-story structure, no more than 750 feet in height (“Building B”), and an approximately six-story podium structure, no more than 168 feet in height (“Podium”). The Project would be constructed over eight levels of subterranean parking containing approximately 1,900 parking spaces. The Project would also include an approximately one-quarter of an acre outdoor plaza at the corner of 7th Street and Figueroa Street. The rooftop of Building A would also provide a helistop, which would provide facilities for helicopter service for the Project.

The Project would also include a Land Use Equivalency Program to maintain flexibility of Project land uses and floor areas and a Design Flexibility Program that would allow for flexibility in the finalized Project building design within a determined set of parameters. The Project also proposes a Signage Supplemental Use District (Wilshire Grand SUD) which would establish criteria for both opportunities and constraints of a signage and identity program for the Project. A more detailed explanation of the Project and its components can be found in Section II, Project Description, of the Draft EIR.

ENVIRONMENTAL REVIEW PROCESS

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

Comments from identified responsible and trustee agencies, as well as interested parties on the scope of the EIR, were solicited through a Notice of Preparation (NOP) process. The NOP for the EIR was circulated for a 30-day review period starting on July 9, 2009, and ending on August 10, 2009. A scoping meeting was held on July 23, 2009. Subsequent to the distribution of the NOP on July 9, 2009, it was determined that a number of notices were not delivered to persons who should have received the notice. The City then issued a recirculated NOP on November 5, 2009, with a second 30-day review period ending December 7, 2009. A second scoping meeting was held on November 19, 2009. Refer to Appendix I.1 to the Draft EIR for a copy of the Initial Study, NOP, and recirculated NOP, and refer to Appendix I.2 to the Draft EIR for written comments submitted to the Department of City Planning in response to both NOPs.

On July 8, 2010, the City released the Draft EIR for public comment. The comment period was 45 days, ending on August 23, 2010, as provided for by Section 15105 of the California Environmental Quality Act (CEQA).

Before approving a project, 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.*
- 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.*

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.

ORGANIZATION OF THE FINAL EIR

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

- The Draft EIR, which included the environmental analysis for the Project and the Technical Appendices, which included:

Appendix I.1:	Initial Study and Notice of Preparation
Appendix I.2:	Responses to the Notice of Preparation
Appendix II.1:	City of Los Angeles Ordinance 164,307
Appendix II.2:	Land Use Equivalency Program Technical Report, Prepared by Christopher A. Joseph & Associates, April 2010
Appendix IV.B:	Transportation Study for the Wilshire Grand Redevelopment Project, Prepared by Gibson Transportation Consulting, Inc., April 2010
Appendix IV.C.1:	Noise Impact Study, Wilshire Grand Redevelopment Project, Prepared by Acoustical Engineering Services, May 2010
Appendix IV.C.2:	Helicopter Noise Technical Memorandum for the Wilshire Grand Redevelopment Project, Prepared by Heliport Consultants, May 2010

- Appendix IV.E: Wilshire Grand Redevelopment Project Integrated Electronic Display Analysis and Recommendation of Mitigation Measures, Prepared by The Lighting Design Alliance, May 2010
- Appendix IV.F: Report of Geotechnical Evaluation for EIR Purposes Proposed Wilshire Grand Redevelopment Project, Prepared by Mactec Engineering and Consulting, May 2010
- Appendix IV.G.1: Air Quality Technical Report, Prepared by Christopher A. Joseph & Associates, May 2010
- Appendix IV.G.2: Health Risk Assessment (HRA) of Construction and Operational Emissions at the Wilshire Grand Project, Los Angeles, California, Prepared by Christopher A. Joseph & Associates, May 2010
- Appendix IV.G.3: Health Risk Assessment (HRA) of Traffic Emissions along the I-110 Freeway on the Wilshire Grand Project, Los Angeles, California, Prepared by Christopher A. Joseph & Associates, May 2010
- Appendix IV.G.4: Construction Emissions Calculations, Prepared by Christopher A. Joseph & Associates, May 2010
- Appendix IV.G.5: CO Concentrations Worksheets, Prepared by Christopher A. Joseph & Associates, May 2010
- Appendix IV.G.6: Regional Source Operational Emissions Calculations, Prepared by Christopher A. Joseph & Associates, May 2010
- Appendix IV.H.1: Historic Resource Evaluation Report, Wilshire Grand Hotel, Prepared by Galvin Preservation Associates, August 2009
- Appendix IV.H.2: Written Correspondence from the South Central Coastal Information Center at California State University, Fullerton, on September 8, 2009
- Appendix IV.H.3: Written Correspondence from the Natural History Museum of Los Angeles, Vertebrate Paleontology Section on November 5, 2009
- Appendix IV.I.1: City of Los Angeles Fire Department Response Letter, Received on September 14, 2009
- Appendix IV.I.3: City of Los Angeles Unified School District Response Letter, Received on October 8, 2009
- Appendix IV.I.4: City of Los Angeles Department of Recreation and Parks Response Letter, Received on November 5, 2009
- Appendix IV.I.5: City of Los Angeles Public Library Response Letter, Received on August 28, 2009
- Appendix IV.J.1-1: Water System Technical Report, Prepared by Psomas, May 2010
- Appendix IV.J.1-2: Water Supply Assessment for the Wilshire Grand Redevelopment Project, Prepared by Water Resources Division of the City of Los Angeles Department of Water and Power, April 20, 2010
- Appendix IV.J.1-3: Overview of Water Supplies Available to the Los Angeles Department of Water & Power for the Wilshire Grand Redevelopment Project, 930 Wilshire

- Boulevard, Los Angeles, California, Prepared by Ronald R. Gastelum, May 2010
- Appendix IV.J.2: Wastewater/Sewer System Technical Report, Prepared by Psomas, May 2010
No Technical Report/Appendix for Subsection IV.J.3
- Appendix IV.J.4: Wilshire Grand Redevelopment Project, 930 Wilshire Boulevard, Los Angeles, CA, Environmental Impact Report, Electrical Systems Report, Prepared by Glumac, May 2010
- Appendix IV.J.5: Wilshire Grand Redevelopment Project, 930 Wilshire Blvd, Los Angeles, CA, Environmental Impact Report, Utilities, Natural Gas, Prepared by Glumac, May 2010
- Appendix IV.K: Hazardous Materials Survey, Wilshire Grand Redevelopment Project, 930 Wilshire Blvd., Los Angeles, CA, Prepared by Environ International Corporation, May 2010
- Appendix IV.L.1: Hydrology Technical Report, Prepared by Psomas, May 2010
- Appendix IV.L.2-1: Wilshire Grand Water Quality Technical Report, Prepared by Geosyntec Consultants, May 2010
- Appendix IV.L.2-2: Draft Stormwater Low Impact Development Ordinance, City of Los Angeles, January 19, 2010.
- Appendix IV.M: Tree Inventory and Assessment for Wilshire Grand Redevelopment Project Tract #71141, Prepared by Dudek, May 2010
- Appendix IV.O: Climate Change Technical Report, Wilshire Grand Redevelopment Project, Prepared by Environ International Corporation, May 2010

This Final EIR is organized in the following sections:

I. Introduction

This Section is intended to provide a summary of the Project description, CEQA requirements, and EIR history for the Project.

II. List of Commenters

This Section includes a list of public agencies, organizations, and 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 I to this Final EIR.

IV. Corrections and Additions

This Section provides a complete overview of 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 Program

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.

Technical Appendices to the Final EIR

- Appendix A: Memorandum, Lighting Design Alliance to Thomas Properties Group, September 17, 2010
- Appendix B: Memorandum, Gibson Transportation Consulting, Inc., to Thomas Properties Group, September 7, 2010
- Appendix C: Memorandum, Acoustical Engineering Services to Thomas Properties Group, September 7, 2010
- Appendix D: Letter from Rios Clementi Hale Studios to Thomas Properties Group, September 3, 2010
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- Appendix J: Wilshire Grand Redevelopment Project, 930 Wilshire Blvd, Los Angeles, CA, Environmental Impact Report, Utilities, Natural Gas, Prepared by Glumac, May 2010

II. LIST OF COMMENTERS

COMMENTS ON THE DRAFT EIR

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 July 8, 2010 through August 23, 2010. Each comment is included in Section III, Responses to Comments, along with responses, according to the numbering system below.

State Agencies

1. State of California, Native American Heritage Commission, July 21, 2010

Local Agencies

2. City of Los Angeles, Bureau of Sanitation, Wastewater Engineering Services Division, August 10, 2010
3. City of Los Angeles, Los Angeles Fire Department, Hydrants & Access Unit, August 17, 2010
4. City of Los Angeles, Bureau of Engineering, Land Development Group, August 19, 2010

Organizations

5. Coalition to Ban Billboard Blight, August 19, 2010
6. Westwood South of Santa Monica Blvd. Homeowners Association, August 23, 2010
7. Jeffer Mangels Butler & Mitchell, LLP on behalf of Wilshire Boulevard Properties, August 23, 2010

Private Individuals

8. Rich Alossi, August 5, 2010
9. Bringham Yen, August 5, 2010
10. Ana Maria Munoz, August 6, 2010
11. Carter Rubin, August 6, 2010
12. David Syner, August 6, 2010
13. Dan Silver, August 8, 2010
14. Neva Chevalier, August 9, 2010

15. Jin Mitchem, August 10, 2010
16. Francis X. Gentile, August 16, 2010
17. Stuart Magruder, August 16, 2010
18. Marc Smith, August 16, 2010
19. Jill Tolle, August 17, 2010
20. Jan Book, August 17, 2010
21. Melissa Casey, August 17, 2010
22. Joe Gallagher, August 17, 2010
23. Colleen M. Hanlon, August 17, 2010
24. David Rosen, August 17, 2010
25. Ryan Vincent, August 17, 2010
26. Vince Waldron, August 17, 2010
27. Rachel Young, August 18, 2010
28. Janet Kleinbart, August 19, 2010
29. Catherine Heppell, August 19, 2010
30. Mark Weber, August 20, 2010
31. Ingrid Mueller, August 20, 2010
32. David Rosenstein, August 22, 2010
33. Jeffrey Williams, August 22, 2010
34. Joyce Dillard, August 23, 2010
35. Michael Monagan, August 27, 2010

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; 2) Responses to Comments from Organizations; and 3) Responses to Public Comments. All the comment letters are included in this Section; each comment letter is followed by the responses to each of its comments. Each letter is identified by the number designated in Section II, List of Commenters, and identifying information for each commenter is provided at the beginning of the corresponding responses; each comment is delineated and numbered. Corrections and additions resulting from comments on the Draft EIR are presented in Section IV, Corrections and Additions, of the Final EIR.

Y

NATIVE AMERICAN HERITAGE COMMISSION

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July 21, 2010

Ms. Mariana Salazar
CITY OF LOS ANGELES
 200 North Spring Street
 Los Angeles, CA 90012

Re: SCH#2009071035; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "Wilshire Grand Redevelopment Project"; located in the City of Los Angeles; Los Angeles County, California.

Dear Ms. Salazar:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 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 §21000-21177, 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.

1-1

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 the APE identified for the project. However, there are Native American Cultural resources in close proximity to the APE. 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.

1-2

Consultation with tribes and interested Native American tribes and interested Native American 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. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes*.

1-2 (cont)

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.

1-3

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.

1-4

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. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

1-5

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §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

1-6

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.

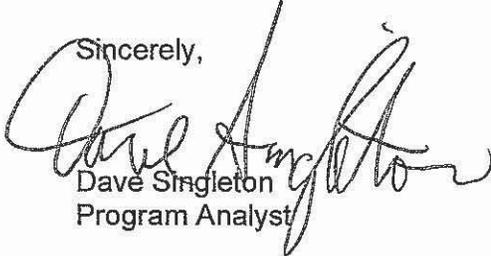
1-6 (cont)

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

1-7

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contacts
Los Angeles County
July 21, 2010

Comment Letter No. 1 (cont)
Attachement

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm.
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908
Los Angeles , CA 90086
samdunlap@earthlink.net
Gabrielino Tongva
(909) 262-9351 - cell

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell
Gabrielino

Gabrielino Tongva Indians of California Tribal Council
Robert F. Doramae, Tribal Chair/Cultural
P.O. Box 490
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax
Gabrielino Tongva

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
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310-570-6567
Gabrielino Tongva

Gabrielino-Tongva Tribe
Bernie Acuna
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Los Angeles , CA 90067
(310) 587-2203
(310) 428-7720 - cell
(310) 587-2281

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
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(626) 286-1262 -FAX
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax
Gabrielino Tongva

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(213) 688-0181 - FAX
Gabrieleno

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.3.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009071035; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Wilshire Grand Redevelopment Project; located in the City of Los Angeles; Los Angeles County, California.

Native American Contacts
Los Angeles County
July 21, 2010

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Park East, Suite 1500
Los Angeles , CA 90067 Gabrielino
(310) 587-2203
310-428-5767- cell
(310) 587-2281
lcandelaria1@gabrielinoTribe.org

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.3.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009071035; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Wilshire Grand Redevelopment Project; located in the City of Los Angeles; Los Angeles County, California.

COMMENT LETTER NO. 1

State of California Native American Heritage Commission
Dave Singleton, Program Analyst
915 Capitol Mall, Room 364
Sacramento, California 95814

Response to Comment 1-1

The commenter reiterates the CEQA Guidelines in relation to significant cultural resources, and states that the Lead Agency is required to assess whether the Project will have potential significant impacts on cultural resources. Regarding Project impacts related to cultural resources, the commenter is referred to Section IV.H, Cultural Resources, of the Draft EIR that includes an analysis of Project impacts related to cultural resources, including historical, archaeological, and paleontological resources. As discussed, no historical resources are located on or in proximity to the Project Site. Additionally, a records search at the South Central Coastal Information Center and the Natural History Museum of Los Angeles County showed that the Project Site does not contain any known significant archaeological or paleontological resources. Further, through compliance with mitigation measures identified in the section, Project impacts related to potential unknown resources that could be discovered during construction of the Project would be less than significant.

Response to Comment 1-2

The commenter states that the Native American Heritage Commission performed a Sacred Lands File (SLF) search and did not identify any Native American Cultural resources within one half mile of the Project's area of potential effect (APE). In the event that cultural resources are identified, the commenter is referred to Section IV.H.2, Cultural Resources, Archeological Resources, of the Draft EIR and to Response to Comment 1-1. Additionally, the listed Native American tribes have been added to the Project mailing list and will be notified of availability of the Final EIR and future Project hearings.

Response to Comment 1-3

The commenter suggests that the Lead Agency avoid circumstances under which significant cultural resources could be impacted and provides guidance in the event that archeological resources are accidentally discovered. Regarding encountering unknown archaeological resources, the commenter is referred to page IV.H.2-10 of the Draft EIR and the Mitigation Measures listed below. If any archaeological resources are encountered during the Project's construction phase, the Project Applicant would comply with the following mitigation measures:

- MM-1:** If human remains or other archaeological resources are discovered at the Project Site during construction, work in that area of the construction site where the remains have been uncovered shall be suspended, and the City Public Works Department and County Coroner shall be immediately notified. If the remains are determined by the County

Coroner to be Native American, NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

MM-2: A covenant and agreement shall be recorded prior to obtaining a grading permit stating that if any archaeological materials are encountered during the course of Project development, construction in that area of the construction site shall be halted. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology at the California State University, Fullerton, a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist to assess the resources, evaluate the potential impact (if any), and prescribe an appropriate method for preserving the resource either by removing the resource from where it is found or by documenting the resource before construction may again commence. Copies of the archaeological survey, study, or report shall be submitted to the South Central Coastal Information Center (SCCIC), located at the Department of Anthropology at the California State University, Fullerton.

MM-3: The Project's construction superintendent shall be instructed by an archaeologist or other qualified archaeological monitor regarding identification of conditions whereby potential archaeological resources could occur. The construction superintendent shall be sufficiently informed that he or she will be able to recognize when archaeological resources have been uncovered and require that grading be temporarily diverted around the resources site until the archaeological monitor has evaluated and, if warranted, recovered the resources. Other contractor personnel shall be briefed by the superintendent or other trained personnel on procedures to be followed in the event that archaeological resources or a previously unrecorded resource are encountered by earth-moving activities. The briefing shall be presented to new contractor personnel as necessary. The name and telephone number of the archaeological monitor shall be provided to appropriate contractor personnel. Similarly, and if necessary, the monitor shall be empowered to temporarily divert grading around an exposed fossil specimen to facilitate evaluation and, if warranted, recovery.

Response to Comment 1-4

This comment includes information about a record search of the NAHC Sacred Lands Inventory, but the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 1-5

This comment refers to the CEQA Guideline requirement that the Lead Agency consult with Native American tribes in the event that human remains are identified. Regarding encountering human remains, the commenter is referred to Response to Comment 1-3.

Response to Comment 1-6

This comment refers to requirements of various California Codes and regulations related to the accidental discovery of human remains. Regarding encountering human remains, the commenter is referred to Response to Comment 1-3.

Response to Comment 1-7

The commenter suggests that the Lead Agency avoid circumstances under which significant cultural resources could be impacted. Regarding cultural resources, the commenter is referred to Response to Comment 1-1. No historic or archaeological sites were identified within or in proximity to the Project Site.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Comment Letter No. 2

File: SC.CE.

DATE: August 10, 2010

TO: Mariana Salazar, City Planning Associate
Department of City PlanningFROM: Ali Poosti, Acting Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

SUBJECT: Wilshire Grand Redevelopment Project – Notice of Completion Draft EIR

This is in response to your July 8, 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 the proposed project.

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:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Existing</i>			
Hotel	130 GPD/RM	896 RMS	(116,480)
Office	150 GPD/1000 SQ.FT	215,000 SQ.FT	(32,250)
Amenities	80 GPD/1000 SQ.FT	207,000 SQ.FT	(16,560)
<i>Proposed</i>			
Office	150 GPD/1000 SQ.FT	1,500,000 SQ.FT	225,000
Cooling Tower - Office	180 GPD/1000 SQ.FT	792,000 SQ.FT	142,560
Retail	80 GPD/1000 SQ.FT	10,000 SQ.FT	800
Restaurant	300 GPD/1000 SQ.FT	2,000 SQ.FT	600
Meeting Room/Ballroom	800 GPD/1000 SQ.FT	55,000 SQ.FT	44,000
Fitness Facility/Spa	800 GPD/1000 SQ.FT	20,000 SQ.FT	16,000
Hotel	130 GPD/RM	560 RMS	72,800
Ancillary	80 GPD/1000 SQ.FT	150,000 SQ.FT	12,000
Laundry Facility	170 GPD/MACHINE	4 MACHINES	680

2-1

Cooling Tower	180 GPD/1000 SQ.FT	396,000 SQ.FT	71,280
Residential: 3-BR	200 GPD/DU	100 DU	20,000
Total			440,430

2-1 (cont)

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes the existing 12-inch line on Wilshire Blvd and existing 8-inch line on 7th St. Sewage from the existing 12-inch line splits into a 12-inch line on Grand Ave that discharges into a 21-inch line on 6th St, and a 10-inch line on Hope St that eventually discharges into a 39-inch line on 12th St. Sewage from the existing 8-inch line splits and discharges into a 21-inch line on Flower St and 42-inch line on Figueroa St.

Based on our existing gauging information, the current approximate flow level (d/D) 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 (%)	50% Design Capacity
12	Wilshire Blvd	20	1.07 MGD
8	7th St	24	707,749 GPD
12	Grand Ave	*	523,720 GPD
21	6th St	9	3.01 MGD
10	Hope St	48	478,610 GPD
39	12th St	11	7.83 MGD
21	Flower St	10	4.01 MGD
42	Figueroa St	13	27.67 MGD

* No gauging available

2-2

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Since the proposed flow is greater than 30,000 GPD, it is suggested that the flow be split among the existing sewer lines. Further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. 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.

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.

On a response dated November 19, 2009 includes comments related to watershed protection issues. Please refer to prior response for further details. For more information, a

2-3

WPD staff is available at your request to provide guidance on stormwater issues. Please contact Kosta Kaporis or my staff at (213) 485-0586.

2-3 (cont)

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies 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.

2-4

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.

cc: Kosta Kaporis, BOS
Daniel Hackney, BOS
Rowena Lau, BOS

COMMENT LETTER NO. 2

City of Los Angeles Bureau of Sanitation
Wastewater Engineering Services Division
Ali Poosti, Acting Division Manager

Response to Comment 2-1

The commenter states that the Bureau of Sanitation reviewed the potential wastewater and stormwater impacts associated with the Project, and that this department is responsible for evaluating sewer conditions to determine future capacity and planning needs. The comment includes a table outlining projected wastewater discharges for the Project, which corresponds with the generation rates provided in the column labeled (Base Demand [gpd]) on Table IV.J.2-2 on page IV.J.2-7 of the Draft EIR. The EIR also includes water efficiency requirement rates as agreed upon in coordination with LADWP.

Response to Comment 2-2

The commenter describes the location and capacity of sewer infrastructure in the project vicinity and states that the infrastructure may be able to accommodate the Project but that further gauging and evaluation may be needed. The Bureau of Sanitation states that final approval for capacity and connection will be made after gauging and any necessary upgrades are made. These comments are consistent with Project Design Features (PDFs) PDF-14 and PDF-15 of the Draft EIR (page IV.J.2-13).

Response to Comment 2-3

The commenter states the Bureau of Sanitation, Watershed Protection Division is responsible for enforcement of the National Pollutant Discharge Elimination System (NPDES) permit. The commenter references a letter from the Division dated November 19, 2009, which is included in Appendix I.2 to the Draft EIR and was used in preparation of the Draft EIR.

Response to Comment 2-4

The commenter states that projects the size of the proposed Project shall designate a recycling area or room for on-site recycling collection and directs the Applicant to the Special Projects Division. The Project includes four PDFs (PDF-18 through PDF-21, see page IV.J.3-17 of the Draft EIR) that require on-site recycling areas be designed and maintained to meet this requirement.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

August 17, 2010

TO: Mariana Salazar,
Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, California 90012

ATTN: ENV-2009-1577-EIR-GB

FROM: John Dallas, Inspector II,
Hydrants & Access Unit, Los Angeles Fire Department
221 N. Figueroa Street, Los Angeles, California 90012

SUBJECT: WILSHIRE GRAND REDEVELOPMENT PROJECT

PROJECT LOCATION

930 Wilshire Boulevard, Los Angeles, California 90017.

PROJECT DESCRIPTION

The Wilshire Grand Redevelopment Project includes development on a 3.2-acre site located in the Central City (downtown) area of the City of Los Angeles. The project includes demolition of the existing Wilshire grand Hotel and Centre and the development of a maximum of 560 hotel rooms and/or condo-hotel units, 100 residential dwelling units, 1,500,00 square feet of office uses, 275,000 square feet of amenity areas including, but not limited to, project-serving retail and restaurant uses, conference and meeting rooms, ballrooms, spa, fitness center and other ancillary hotel, residential and office areas. The project includes an approximately one quarter of an acre landscaped outdoor plaza at the corner of 7th Street and Figueroa Street, as well as a rooftop helistop. Approximately 1,900 parking spaces will be provided in eight levels of subterranean parking. The project includes one approximately 65-story structure, no more than 1,250 feet in height ("Building A"), an approximately 45-story structure, no more than 750 feet in height ("Building B"), and an approximately six-story podium structure, no more than 168 feet in height.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. FIRE FLOW

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

3-1

3-2

Fire-flow requirements vary from 2,000 gallons per minute (GPM) in low-density residential areas to 12,000 GPM in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 9,000 GPM from four fire hydrants flowing simultaneously.

3-2 (cont)

B. RESPONSE DISTANCE

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

DISTANCE	STATION ID & ADDRESS	SERVICE & EQUIPMENT	STAFF
0.7	Fire Station 3 108 N. Fremont Avenue Los Angeles, CA 90012	Task Force and Engine Company Paramedic Rescue Ambulance EMT Rescue Ambulance Division 1 Headquarters	14
1.0	Fire Station 11 1819 W. 7 th Street Los Angeles, CA 90057	Task Force and Engine Company Paramedic Rescue Ambulance	12
1.0	Fire Station 9 430 E. 7 th Street Los Angeles, CA 90014	Task Force Truck and Engine Company Paramedic Rescue Ambulance Battalion 1 Headquarters	18

3-3

The above distances were computed to 930 W. Wilshire Boulevard.

C. FIREFIGHTING ACCESS

An emergency helicopter-landing pad will be provided on the site, but located away from residential areas.

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

During demolition, the Fire Department access will remain clear and unobstructed.

3-4

No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road or designated fire lane.

All structures should be fully sprinklered.

Adequate public and private fire hydrants shall be required.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Electric gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; but, in no case greater than 150 feet horizontal travel distance from the edge of the public street, private street or fire lane. This stairwell shall extend unto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6509. You should advise any consultant representing you of this requirement as well.

3-4 (cont)

CONCLUSION

The proposed project shall comply with all applicable State and local codes and ordinances and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708.

3-5

August 17, 2010
Page 4

For additional information, please contact Inspector John Dallas of the Construction Services Unit at (213) 482-6509.

MILLAGE PEAKS
Fire Chief

MARK I STORMES, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

MIS:JD:rr

COMMENT LETTER NO. 3

Los Angeles Fire Department
Hydrants & Access Unit
John Dallas, Inspector II
221 N. Figueroa Street
Los Angeles, California 90012

Response to Comment 3-1

The commenter describes the Project. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. Therefore, no response is necessary.

Response to Comment 3-2

The commenter states that the adequacy of fire protection is based on required fire flow, response distance from fire stations, and Los Angeles Fire Department's (LAFD) needs in the Project area. These criteria are discussed in Section IV.I.1, Public Services, Fire Protection, of the Draft EIR. The commenter states that the required fire flow for the Project has been determined to be 9,000 gallons per minute (GPM) from four hydrants flowing simultaneously. To be consistent with the LAFD requirement, the first two sentences on page IV.I.1-10 of the Draft EIR have been updated including footnote 2 (listed on the same page), to read as follows (Refer to Section IV, Additions and Corrections):

(1) *Fire Flows*

According to Fire Code Section 57.09.06, the overall fire flow requirement for the Project Site (a high density residential and commercial land use) is 4,000 gpm from four fire hydrants flowing simultaneously with a 20 PSI minimum residual pressure remaining in the system while the required gallons per minute are flowing.¹ According to LAFD, the Project would require a fire flow of 4,500 gpm from three fire hydrants flowing simultaneously.²

Furthermore, as discussed in Section IV.J.1, Water System Technical Report (pages 5 and 9) of the DEIR, LADWP indicated that the existing water lines serving the Project Site has sufficient capacity to provide at least 10,000 gpm at 20 psi given that the existing 12-inch water line in Wilshire Boulevard has fire

¹ *LAMC, Chapter 5, Public Safety and Protection, Division 9, Access, Hydrants, and Fire Flow, Section 57.09.07, Table 9-C.*

² *~~Written correspondence from C.A Fry, Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, December 3, 2009.~~ Written correspondence from John Dallas, Inspector II, Hydrants & Access Unit, Los Angeles Fire Department, August 17, 2010.*

flow capacity of 5,000 gpm with 39 psi and the 10-inch water line in Figueroa Street also has a fire-flow capacity of 5,000 gallons per minute with 52 psi. Additionally, MM-2, found on page IV.I.1-14 of the Draft EIR would ensure that fire flow is adequate prior to occupancy of the Project.

Response to Comment 3-3

The commenter provides a table with three fire stations that would provide initial response to the project area. These criteria are discussed in Section IV.I.1, Public Services, Fire, of the Draft EIR. To be consistent with this comment, the third paragraph on page IV.I.1-3 of the Draft EIR has been updated, as well as Table IV.I.1-1 on the following page, to read as follows (Refer to Section IV, Additions and Corrections):

The Project Site is located within LAFD's Division 1. Division 1 is further broken down into six Battalions (Battalions 1, 2, 5, 7, 9, and 11) and 33 neighborhood Fire Stations. The Project Site is located within LAFD's Battalion 1 and is served by Fire Station 3, which is located 0.7 mile from the Project Site at 108 N. Fremont Avenue. Additional fire protection services are provided by Fire Station 9 and Fire Station ~~4011~~, both of which are also part of Battalion 1 and are each located 1.0 mile from the Project Site at 430 E. 7th Street and ~~1819 W. 7th Street~~~~1335 Olive Street~~, as well as Fire Station 4 located 1.9 miles from the Project Site at 450 Temple Street. Existing fire stations that currently serve the Project Site are listed in Table IV.I.1-1 (Existing Fire Stations Serving the Project Site). The locations of these fire stations are shown in Figure IV.I.1-1 (Fire and Police Station Locations).

**Table IV.I.1-1
Existing Fire Stations Serving the Project Site**

Station No.	Location	Equipment	Distance to Project Site (miles)	Response Time to Project Site (minutes) ^a
3	108 Fremont Ave.	<ul style="list-style-type: none"> • 1 Task Force <ul style="list-style-type: none"> ○ 1 Fire Truck ○ 2 Fire Engine • 1 Ambulance • Staff of 12-14 14 at all times 	0.7	3-5
9	430 7 th St.	<ul style="list-style-type: none"> • 1 Task Force <ul style="list-style-type: none"> ○ 1 Fire Truck ○ 2 Fire Engine • 1 Ambulance • Staff of 18-14 14 at all times 	1.0	3-5
<u>11</u>	<u>1819 W. 7th St.</u>	<ul style="list-style-type: none"> • <u>1 Task Force</u> <ul style="list-style-type: none"> ○ <u>1 Fire Truck</u> ○ <u>2 Fire Engine</u> • <u>1 Ambulance</u> • <u>Staff of 12</u> 	<u>1.0</u>	<u>3-5</u>
10	1335 Olive St.	<ul style="list-style-type: none"> • 1 Task Force <ul style="list-style-type: none"> ○ 1 Fire Truck ○ 2 Fire Engine • 1 Ambulance • Staff of 12-14 at all times 	1.0	3-5
4	450 Temple St.	<ul style="list-style-type: none"> • 1 Task Force <ul style="list-style-type: none"> ○ 1 Fire Truck ○ 2 Fire Engine • 1 Ambulance • Staff of 12-14 at all times 	1.9	3-5

^a Due to traffic variations, exact response times are not available. Response times to the Project Site average between three and five minutes from the stations listed. Source: Phone interview, Captain Luke Milick, LAFD, January 13, 2010. Source: Written correspondence with Inspector John Dallas, LAFD, Planning and Research Division, September 14, 2009. Appendix IV.I.1-Hydrants & Access Unit, August 17, 2010.

Response to Comment 3-4

The commenter provides details regarding the LAFD requirements for adequate firefighting access. These guidelines have been incorporated either specifically or through reference to Fire Code and consultation with LAFD as required by project design features PDF-1 through PDF-3 and mitigation measures MM-1 through MM-8 as listed in Section IV.I.1, Public Services, Fire, of the Draft EIR.

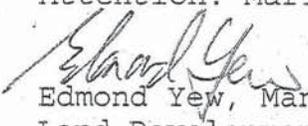
Response to Comment 3-5

The commenter states that the Project shall comply with all applicable State and local codes, ordinances, and guidelines. MM-8 of the Draft EIR includes this statement and requires such compliance.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: August 19, 2010

To: Mr. Michael LoGrande, Director
Department of City Planning
City Hall, Suite 601
Attention: Mariana Salazar

From: 
Edmond Yew, Manager
Land Development Group
201 N. Figueroa Street, Suite 200
Bureau of Engineering

Subject: Draft Environmental Impact Report (EIR) No. ENV-2009-1577-EIR-GB, Wilshire Grand Redevelopment Project

In response to your request for comments on the above-mentioned project, staff of the Bureau of Engineering after reviewing the Draft EIR, has the following comments:

Soil and Geology

According to the State of California State Water Resources Control Board and Department of Toxic Substances Control web sites (Geotracker and Envirostor, respectively), there are various sites upgradient and cross gradient of the project area with 0.5 miles which are currently being investigated or have been closed by these regulatory agencies. These sites have been listed as impacted soil and groundwater with fuel hydrocarbons and chlorinated solvents which could potentially impact this site. Although groundwater is perched according to the subsurface investigations provided with the EIR, there is the potential for contaminants to migrate to the site and expose workers excavating for the subterranean structures there. Finally, petroliferous odors were noted in the borings for the subsurface investigation at the site. These petroleum hydrocarbons are likely due to workers excavating the subterranean works at this site. Please discuss/address this issue in the final EIR.

4-1

Streets

Figueroa Street is adjacent to the southeasterly side of the project and classified as Modified Major Highway-Class II in street and highway designations map. Currently, there is an existing 15-foot and variable sidewalk easement adjoining the project, including corner cuts. Street should be improved by City Standards when a new tract map for this project is approved and recorded.

4-2

Mr. LoGrande

-2-

Wilshire Boulevard, a Major Highway with an existing 2-foot, 5-foot and variable future street easement adjoining the project. All future street easements should be accepted by the City and improved per City Standards.

7th Street, a Secondary Highway with an existing 5-foot wide future street easement, including corner cut easements adjoining the project. All future street easements should be accepted by the City and improved per City Standards. An additional 3-foot wide sidewalk easement should be provided to accommodate a 12-foot wide sidewalk and a 33-foot wide half roadway per the Downtown Street Standards recommendations.

4-2 (cont)

Francisco Street is a Local Street together with an existing 2-foot and variable future street easements. This street is proposed to be merged/vacated with the development. Francisco Street after the merger/vacation will not be available for public circulation or utility uses.

Sewers

There are existing sanitary sewers located in Figueroa and 7th Streets. Prior to any sewer house connections to public sewers, the developers should contact the Bureau of Sanitation of Department of Public Works to determine the capacity and availability of the existing sewer lines adjacent to the project. If it was determine that sufficient sewer capacity does not exist in the available public sewer lines, then additional sewer facilities in the vicinity of the project site either upstream or down stream, should be constructed.

4-3

Drainage

A hydrology and hydraulic calculations should be conducted by the developer and be reviewed by the Bureau of Engineering to determine the quantity of the total runoff water from the project site based on the need for additional drainage facilities to accommodate additional runoff water.

4-4

Trees

Street trees in coordination with Street Tree Division of the Bureau of Forestry and at the time of street improvements should be planted.

4-5

Mr. LoGrande

-3-

Should you have any questions regarding aforementioned comments, please call Mr. Ray Saidi of the Land Development Group of the Bureau of Engineering at (213) 202-3492.

EY/GRS/gt

H:\ldg4\gtwp EIR9-1577

COMMENT LETTER NO. 4

City of Los Angeles Bureau of Engineering
Land Development Group
Edmond Yew, Manager
201 N. Figueroa Street, Suite 200
Los Angeles, California 90012

Response to Comment 4-1

The commenter discusses sites in proximity of the Project Site that are currently being investigated or have been closed as being sites with groundwater and/or soil contamination due to fuel hydrocarbons and chlorinated solvents. As acknowledged in Section IV.K, Hazards, of the Draft EIR, the Bureau of Engineering (BOE) states that these sites may have an impact on the Project Site through migration of contaminants. Specifically, the comment suggests that there is potential for contaminants from these other sites to migrate to the Project Site. In addition, BOE states that petroleum hydrocarbons identified at the Project Site may be the result of excavation activities formerly conducted at the Project Site and asks for this information to be further explained. This information is available in Appendix IV.K, Hazardous Materials Survey, of the Draft EIR. Further, as explained in the Draft EIR, a series of PDFs are included as part of the Project to ensure that any potential contaminants be identified and remediated prior to construction (see PDF-1 through PDF-8 on page IV.K-21).

Response to Comment 4-2

The commenter states that Figueroa Street should be improved in accordance with City Standards when a tract map for the Project is approved and recorded. The commenter states that all future street easements pertaining to Wilshire Boulevard and 7th Street should be accepted and improved in accordance with City Standards, and recommends an additional easement be provided on 7th Street. As stated by the commenter, the recommended improvements would be a part of the tract map process and are not related to the Draft EIR. The commenter also states that the proposed vacation of Francisco Street would preclude use of the street for public circulation or utilities. However, vacation of Francisco Street as part of the Project as proposed would not preclude these uses, and an easement would be granted to the City for public circulation and utility use (the commenter is referred to Section II, Project Description, page II-24 of the Draft EIR).

Response to Comment 4-3

The commenter states that the Applicant should contact the Bureau of Sanitation (BOS) or the Department of Public Works (DPW) to determine the capacity and availability of sewer services to the Project Site. A Sewer Availability Request was submitted to the BOS on April 5, 2010, and the BOS confirmed that capacity was available (see Exhibit 4 to Appendix IV.J.2 of the Draft EIR). Additionally, project design features PDF-14 and PDF-15 (Section IV.J.2, Utilities, Sewer) require that the Applicant or its successor confirm capacity and implement any necessary sewer upgrades, respectively.

Response to Comment 4-4

The commenter requests that hydrology and hydraulic calculations be provided to the Bureau of Engineering to determine the quantity of runoff anticipated for the Project. These quantities are provided in Table IV.L.1-2 of the Draft EIR. The detailed calculations are provided in Appendix IV.L.1.

Response to Comment 4-5

The commenter states that the Project should plant street trees in coordination with the Street Tree Division. Section IV.M, Biological Resources, of the Draft EIR includes PDF-1 which states “At least 58 trees, at a minimum size of 24-inch boxes, would be planted in conformance with the recommendation provided in the *Tree Inventory and Assessment*.” Additionally, as stated on Page 5 of Appendix IV.M, a tree inventory and assessment of the Project Site was performed pursuant to the “Instructions for Filing Tentative Tract Maps” issued by the City of Los Angeles Planning Department and the requirements of the Department of Public Works, Bureau of Street Services, Urban Forestry Division.

**Coalition to
BanBillboardBlight** Defending the Visual Environment

2700 Military Ave., Los Angeles, CA 90064
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Case No: ENV-2009-1577-EIR

Mariana Salazar, City Planning Associate
Los Angeles City Planning Department
200 N. Spring Street, Room 620
Los Angeles, CA 90012

The referenced DEIR for this project fails to identify significant environmental impacts associated with signage and lighting, and fails to propose adequate mitigations for the impacts it does identify. We urge rejection of the DEIR until it is revised to identify all significant impacts and propose effective mitigations.

5-1

1) The significant impacts identified by the DEIR relate to lighting from the signage as it would affect residential properties within the immediate area. The DEIR fails to identify any impacts upon motorists on the 110 freeway, which is less than 200 ft. from the nearest part of the proposed project. Much of the signage on three surfaces of the building at levels 3 and 4 would be clearly visible to both northbound and southbound motorists. Because this signage could legally consist of advertising messages, and because allowed signage could change messages as rapidly as every eight seconds, there is a serious potential for driver distraction on a freeway that averages more than 300,000 automobiles per 24 hour period. This impact is clearly significant, and any EIR should identify it as such and propose effective mitigations.

5-2

2) The DEIR identifies significant impacts from the signage lighting on residential properties in the area, and proposes mitigations consisting of regulating the luminance of the signage to maintain a light level of no more than 2.0 footcandles at residential property lines, as per the Los Angeles Municipal Code. The LAMC restriction was developed to limit light trespass from conventional billboards and other static signs, and as such fails to account for the effect of digital billboards and other forms of changeable message signs. That failure has been amply demonstrated over the past several years with the conversion of a number of conventional billboards to digital in proximity to residential properties. Even though readings taken from those properties were within the 2.0 footcandles limit, each time a message changed (every 8 seconds) the illuminance at the residential property changed, creating something akin to a constant flicker that proved to be highly annoying and disturbing to residents. In the Wilshire Grand project, signage that could change at this same 8 second interval would be allowed on level 3 and signage changing color (which also affects lighting levels) every 30 minutes would be allowed on level 4.

5-3

Many jurisdictions, including such large cities as Baltimore and Kansas City, limit light level at residential property lines to 0.5 footcandles, in recognition of the fact that not

only is 2 footcandles too high, it doesn't account for the increased intensity of lighting from LED's and other electronic devices. The methods of determining the luminence of the signage as proposed by the DEIR are insufficient as well. The DEIR includes many examples of other electronic signage, such as digital billboards, but the luminence of a sign should be measured at its maximum potential brightness, which is when it is entirely white. Depending upon the colors and graphics on a sign, the luminence measured at a given time could be far lower than its maximum luminence, and therefore give a misleading picture of potential light trespass on residential properties. The DEIR proposes that these potentially faulty luminence measurements be taken 6 months after the signage is put into operation. This is totally unacceptable, and the luminence of signage at various levels on all surfaces should be measured at its maximum (i.e., white) before any signage is allowed to operate.

5-3 (cont)

5-4

5-5

3) The DEIR calculates the "carbon footprint" of the signage as proposed at 5,976 tons per year. By way of comparison, using figures from the U.S. Dept. of Energy, the average carbon emission of a U.S. household is 6.45 tons per year, and the carbon emission of a 30 mpg car is 3.55 tons year. This means that carbon emissions required by the electricity to power the proposed 244,322 sq. ft. of signage, much of which would allow the display of commercial ads, would be equivalent to 926 households or 1,683 of the aforementioned cars. This is highly significant environmental impact without any effective proposals for mitigation. At a time when city residents are being asked to buy fuel-efficient cars, energy efficient appliances, and take various other measures to limit their "carbon footprint" the environmental impact of this signage needs to be severely limited.

5-6

COMMENT LETTER NO. 5

Coalition to Ban Billboard Blight
Dennis Hathaway
2700 Military Avenue
Los Angeles, California 90064

Response to Comment 5-1

The commenter states that, in general, the Draft EIR fails to identify significant impacts associated with signage and lighting and fails to include adequate mitigation for the impacts that are identified. However, Section IV.D, Visual Resources, of the Draft EIR concludes that the Project would have a significant, unavoidable visual impact related to the proposed signage program. Section IV.E.2, Light & Glare, Artificial Light & Glare, concludes that the proposed signage program would result in a significant lighting impact to light-sensitive uses, which would be mitigated to a less than significant level through implementation of mitigation measures M-1 through M-14 in the section.

Response to Comment 5-2

The commenter states that the Draft EIR fails to identify impacts on motorists on the I-110 Freeway related to signage. Specifically, the commenter states that because the proposed signage would be clearly visible to motorists on the I-110 Freeway, could contain advertising, and could change messages every eight seconds, the distraction impacts on drivers would be significant. However, in consideration of visibility from the freeway, “Limited Animation I” (which allows an animated event every two minutes) and “Controlled Refresh I” (which allows image refresh every eight seconds) are not allowed above 150 feet (Levels 3 and 4) on the Francisco Street façade (Sub-District B), which faces the 110 freeway. (these descriptions are provided in Section II, Project Description of the Draft EIR) This limits animation and refresh on the Francisco Street façade to:

- **Limited Animation II:** A type of restricted animation for signs that contain images, text, parts, or illumination to flash, change, move, blink, or otherwise refresh in whole or in part at a maximum rate of one animated event per 3 hours (i.e., must stay static for a minimum of 3 hours before refreshing). Each animated effect displayed on an Integral Electronic Display Sign shall change by an irregular pixilated pattern cascade with non-adjointing pixels incrementally changing over a period of 1 hour.
- **Controlled Refresh II:** Restriction for any type of sign that contains images, text, parts, or illumination which flash, change, move, blink, or otherwise refresh in whole or in part at a maximum rate of one refresh event per 6 hours (i.e., must stay static for a minimum of 6 hours before refreshing). Each refresh event shall be an instant transition.
- **Controlled Refresh III:** Restriction for any type of sign that contains images, text, parts, or illumination which flash, change, move, blink, or otherwise refresh in whole or in part at a

maximum rate of one refresh event per 12 hours (i.e., must stay static for a minimum of 12 hours before refreshing). Each refresh event shall change be an instant transition.

These specifications would limit any change in signage on Levels 3 and 4 to no more than once ever three hours. Thus, most drivers on the freeway would not witness the signage changing as they drive past the project area.

Furthermore, because of the proximity of the Project Site to Interstate 110 (the “Harbor Freeway”), Caltrans is listed as a reviewing agency in the Draft EIR (the commenter is referred to Section II, page Ii-47) as the Project is subject to the Caltrans Outdoor Advertising Act and Regulations (the “Act”). The Project’s proposed signage program must be consistent with all applicable regulations of the Act, which include, among many others, the following restrictions related to advertising displays:

No advertising display shall be placed or maintained in any of the following locations or positions or under any of the following conditions or if the advertising structures or sign is of the following nature:

- a) If within the right-of-way of any highway.
- b) If visible from any highway and simulating or imitating any directional, warning, danger or informational sign permitted sign, or if intended or likely to be constructed as giving warning to traffic, by, for example, the use of the words “stop” or “slow down”.
- c) If within any stream or drainage channel or below the floodwater level of any stream or drainage channel where the advertising display might be deluged by flood waters and swept under any highway structure crossing the stream or drainage channel or against the supports of the highway structure.
- d) If not maintained in safe condition.
- e) If visible from any highway and displaying any red or blinking or intermittent light likely to be mistaken for a warning or danger signal.
- f) If visible from any highway which is a part of the interstate or primary systems, and which is placed upon trees, or painted or drawn upon rocks or other natural features.
- g) If any illumination shall impair the vision of travelers on adjacent highways. Illuminations shall be considered vision impairing when its brilliance exceeds the values set forth in Section 21466.5 of the Vehicle Code.
- h) If visible from a state regulated highway displaying any flashing, intermittent, or moving light or lights.
- i) If, in order to enhance the display’s visibility, the owner of the display or anyone acting on the owner’s behalf removes, cuts, cuts down, injures, or destroys any tree, shrub, plant, or flower growing on property owned by the department that is visible from the highway without a permit issued pursuant to Section 670 of the Streets and Highways Code.

Section 21466.5 of the Vehicle Code provides, in pertinent part:

No person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway. A light source shall be considered vision impairing when its brilliance exceeds the values listed below.

The brightness reading of an objectionable light source shall be measured with a 1 1/2-degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

Lighting Design Alliance prepared a technical memorandum in response to this comment, which is available as Appendix A to this Final EIR. As discussed by LDA, the requirements and limitations of the Wilshire Grand SUD would ensure that the maximum measured brightness of the light source associated with the signage would be equivalent to ten percent of the brightness of the maximum allowable brightness during the daytime and 40 percent of the minimum allowable brightness during the night hours.

Lighting Design Alliance states that their interpretation of Section 21466.5 of the Vehicle Code allows two measurements for brightness: a daytime brightness limit and a nighttime brightness limit. For the daytime brightness limit, the sign shall not be brighter than 1,000 times the minimum measured brightness (which is defined as greater than 10 foot-lamberts.) For reference: ten foot-lamberts is equivalent to 34 candelas/m². That would mean that the maximum brightness of the proposed signage could be 34,000 candelas/m². The proposed sign at its brightest- during the day- is 3500 candelas/ m². The proposed signage is ten percent of the maximum allowable brightness. For nighttime brightness, the sign must not be brighter than 500 candelas/m² plus 100 times the degree angle of view. See below mathematic formula for the calculation:

$$A < 500 + 100d$$

Where:

A = brightness of the sign in candelas/m²

d = the angle between a driver looking straight ahead and the sign. That could be anything from 0 degrees (the sign is right in front of the driver), or 120 degrees (the sign is in the corner of the driver's eye).

At night, the proposed SUD would limit the maximum signage brightness is 300 candelas/m². The Vehicle Code limits the brightness to the sum of (500+100d) candelas/m², which at its lowest (with d=0) would be a permitted brightness of 500 candelas/m². Therefore, the proposed SUD would limit the

maximum signage brightness at night to no more than 60 percent of the lowest nighttime brightness limit as established by the Vehicle Code.

The proposed signage does not exceed the brightness limitations per Lighting Design Alliance's interpretation of Section 21466.5 of the Vehicle Code. In addition, Lighting Design Alliance notes that the proposed signage would be fully controllable and dimmable.

Response to Comment 5-3

The commenter acknowledges that the Draft EIR concludes that there would be significant impacts from the signage on residential properties in the area, but states that the Draft EIR's mitigation limiting signage luminescence to 2.0 footcandles at residential properties fails to reduce the impacts of digital billboards and the effects of changing intervals. The commenter also states that in other states, cities have limited light levels at residential properties to 0.5 footcandles. The commenter is correct in stating that the Los Angeles Municipal Code (LAMC) limits lighting intensity to 2.0 footcandles at residential properties. However, Section IV.E.2, Light & Glare, Artificial Light & Glare, includes six project design features (PDFs) and 14 mitigation measures to mitigate the significant impact noted above to a less than significant level. In addition to complying with the LAMC, the Project would be subject to 14 mitigation measures limiting lighting and luminescence in several ways, including testing at light sensitive sites upon Project operation, wattage draw limitations, dimming function on all displays, and brightness restrictions. Therefore, the Project does not rely only on the LAMC to mitigate potential impacts, and after implementation of all mitigation measures, impacts on light-sensitive uses would be less than significant.

Response to Comment 5-4

The commenter states that the luminescence of the signage should be measured when the signage is entirely white, in order to measure maximum luminescence. However, the mitigation measures in the Draft EIR ensure that the signage will not operate at its maximum luminescence. For example, Section IV.E.2, Light & Glare, Artificial Light & Glare, includes mitigation measure MM-7, which limits maximum total lumen output to 20 lumens per square foot. MM-3 requires that plans and specifications be prepared by a lighting expert to establish maximum allowable luminescence, and that the lighting expert review and monitor the installation, and conduct testing, to ensure compliance with the City's lighting regulations and the Draft EIR's mitigation measures. In addition, MM-4 includes a five-step process for testing the signage program for compliance based on all the required mitigation measures and applicable regulations. Should that testing process result in an exceedance of luminescence beyond what is permitted (including during periods of white light signage), the signage program would be considered out of compliance and would be required to make adjustments (possibly including the use of dimmers, as required by MM-6) in order to reach the acceptable levels of brightness. Finally, MM-9 further limits brightness during the evening hours on the north and west facades of Level 3 to 130 candelas, and to 270 candelas on the south and east facades of Level 4.

Response to Comment 5-5

The commenter states that the Draft EIR's requirement (MM-4) requiring that testing protocol be conducted 6 months after Project operation is not acceptable and should be conducted before any signage is allowed to operate. MM-4 has been revised as follows to require that testing be conducted prior to initial signage operation. This would not change any significance conclusions found in the Draft EIR.

MM-4: The Applicant's or its successor's lighting design expert shall implement the following protocol to confirm ~~determine~~ compliance with all City Code requirements and lighting regulations (including without limitation, LAMC Section 93.0117 and the requirements of the Wilshire Grand SUD) and the lighting and these mitigation measures (including MM-5, MM-7, MM-9, MM-10, MM-11, and MM-12 below). The results of the foregoing testing shall be provided to the Los Angeles Department of Building and Safety (LADBS) (and copied to the Department of City Planning) immediately prior to initial signage operation with a follow-up compliance test to be performed 12 months after certificate of occupancy ~~no later than 6 months after certificate of occupancy:~~

- a) A representative testing site shall be established on or next to those light-sensitive receptors which have the greatest exposure to signage lighting on each of the four facades of the Project.
- b) A light meter mounted to a tripod at eye level, facing the Project buildings, should be calibrated and measurements should be taken to determine ambient light levels with the sign on.
- c) An opaque object (a board) should be used to block out the view of the sign from the light meter, at a distance of at least 4' away from the tripod and blocking the light meter's view of the building. A reading should be taken to determine the ambient light levels with the sign off.
- d) The difference between the two would be the amount of light the sign casts onto the sensitive receptor.
- e) An alternate method to measure light levels would be to use the same tripod and same light meter, but to turn on and off the signage. This method takes more coordination, but is more accurate.

In addition, if at any time LADBS has good cause to believe the Project's signage lighting is not in compliance with the Code, regulations or mitigation measures, LADBS may request that the protocol be implemented to determine compliance, at the expense of the Applicant or its successor. If the testing determines that the signage is not in compliance with the Code, regulations or mitigation measures, the Applicant or its successor shall adjust the signage to bring it into compliance immediately.

Response to Comment 5-6

The commenter states that the carbon footprint of the proposed signage program should have been determined to be a significant impact. Section IV.O, Climate Change, of the Draft EIR calculated the

Project's greenhouse gas emission inventory, also referred to as its "carbon footprint," and analyzed the significance of the Project's greenhouse gas emissions. Based on the fact that "CARB has determined that AB 32 requires GHG emission reductions of 28.5 percent as compared to its CARB 2020 NAT Scenario, or "business-as-usual," the Draft EIR concludes that because the Project would result in a 31.4 percent reduction in GHG emissions compared to business-as-usual, the Project would result in a less than significant impact on climate change. For the more detailed analysis supporting the conclusions of Section IV.O, please see Appendix IV.O, Climate Change Technical Report.

Westwood South of Santa Monica Blvd.
Homeowners Association
Incorporated November 8, 1971
P. O. Box 64213, Los Angeles, CA 90064-0213
www.westwoodsouth.org

August 23, 2010

Mariana Salazar, City Planning Associate,
Los Angeles City Planning Dept.
200 North Spring Street, Room 620

Via Email: Mariana.Salazar@lacity.org

RE: Case No: ENV-2009-1577-EIR

Dear Ms. Salazar:

Please accept this letter of comment on the Wilshire Grand project referenced above on behalf of the Westwood South of Santa Monica Blvd. Homeowners Association an active non-profit civic organization representing over 3,800 households in West Los Angeles. We have been involved with the City's efforts to enforce the City's current sign ordinance and also participated in the discussions and hearings surrounding efforts to create a new ordinance. Our organization filed appeals pertaining to the issuance of building permits that allowed the conversion of convention billboards to electronic/digital format in our community. The Zoning Administrator's decisions in our favor pertaining to conversions to digital boards at two locations on Westwood Blvd. were upheld by the West Area Planning Commission. I mention our activities to demonstrate that we have a serious interest in the City's regulation of signage and to strongly suggest that the analysis of the requested signs associated with the Wilshire Grand project is inadequate.

6-1

This letter is not intended to be a complete review of the project DEIR. Instead, we will focus on matters primarily related to signage. We are very concerned that the DEIR does not take seriously or attempt to assess the many negative impacts that the proposed signage will have, either as proposed or in Alternative 8 which seeks to present a reduced signage alternative whereby Levels 2 and 3 are reduced to 50 and 30 percent coverage (as opposed to 80 and 60 percent coverage) with Levels 1 and 4 remaining unchanged. Alternative 9, while complying with the existing overlay district, also requires additional assessment.

6-2

In light of the unprecedented nature of the request for signage rights on this project, we urge the Planning Dept. to require additional analysis and review and to develop new tools to assess impacts. Table II-1, the Development Summary, neglects to include the specifics of the proposed signage. The signage proposal for this project is so great that it should be included as part of the Development Summary. It could be argued that this project contains so much outdoor advertising space that it is but a three-dimensional off-

6-3

site outdoor advertising venue, with other uses assigned for interior activities. If the developer claims that this signage is necessary for the project to “pencil out” then it should be viewed as part of the primary project’s character and characteristics, not as an ancillary outdoor advertising opportunity. The City has not entertained a proposal of the scope of nature of this project suggesting that new ways of evaluating the scope and impacts of the signage are needed.

6-3 (cont)

The extent of signage requested on this project should trigger additional levels of assessment to address impacts on aesthetics, transportation, energy usage, quality of life, etc. Thresholds for CEQA evaluation have not been adequately evaluated or explored. The *L.A. CEQA Thresholds Guide* states that a determination of significance shall be made on a case-by case basis, considering the following factors among others: The degree of contrast between proposed features and existing features that represent the area’s valued aesthetic image; The degree to which the project would contribute to the area’s aesthetic value; and Applicable guidelines and regulations. “According to the *L.A. CEQA Thresholds Guide*, aesthetic impact assessments should generally address the issue of visual contrast (including form, line, color and texture); the degree to which elements of the environment differ visually. The introduction of contrasting features or development into aesthetically valued urban areas could overpower familiar features, eliminate context or associations with history, or create visual discord where there have been apparent efforts to maintain or promote a thematic or consistent character. Projects that detract from the existing aesthetic quality of an area may include major contrasts in building height and bulk (e.g., buildings “too big” for a street) or the introduction of high-rise structures in lower height areas.”

6-4

The proposed signage program in itself consists of such a significant amount of signage presented so visibly as to create significant aesthetic impacts. The drafting of sign district and supplemental sign district language which, in effect, codifies all the signage that the project seeks is an apparent effort to co-opt the City’s responsibility to regulate the signage under CEQA. However, the City cannot abdicate its responsibilities under CEQA. The inadequacy of the DEIR to document its significant aesthetic impacts must be corrected. Cumulative impacts of such massive and previously unseen signage programs in Los Angeles must be assessed; there must be acknowledgement of the changes in aesthetics that this project, as proposed, would bring. While the physical appearance of the project’s buildings may not create significant aesthetic impacts for a project in this area, the presence of the signs associated with the project will create significant aesthetic impacts. Furthermore, the project will affect views from a designated scenic highway, corridor or parkway. In a recent case before the West Area Planning Commission, a digital sign conversion on Santa Monica Blvd. was successfully challenged due in large part to the Blvd’s scenic roadway designation. The DEIR’s conclusion, after a discussion of the height of the proposed project and comparisons against the existing and proposed buildings’ heights concludes incorrectly that, “Therefore, Project impacts on the visual character of the Project Site from the Harbor Freeway would be less than significant” because it fails to discuss the visual impacts and changes in aesthetics and character of the area due to the signage proposed. The magnitude of the proposed sign program is of such size and, because of the large size of the buildings, would cover such large total numbers of square footage, as to cause significant aesthetic impacts not only on the

6-5

area directly adjacent to the project, but to the scenic roadway nearby and to the community as a whole – well beyond impacts on adjacent buildings. And the assessment does not take into account the cumulative impact of such signage. The mere presence of signage on tall buildings 20 to 24 hours a day will change the aesthetic character of the area. The signage will alter both daytime and nighttime aesthetics and will create new long-distance impacts that an “unsigned” building would not create. The hypothesis forwarded in the DEIR:

6-5 (cont)

6-6

“Furthermore, while the SUD would be visible, the visibility of the SUD would be intermittent and sporadic from various locations in outlying areas where a direct line of sight above building rooflines is available. Those views however, would be characterized as background views and thus would not be significantly impacted by the Project or by signage” has not been adequately supported and its conclusion cannot be accepted, even for the assessment of impacts from further distances.

6-7

The DEIR is more accurate in its discussion of the impacts on aesthetics when it states:

“The change in character from a mid-rise 16-story hotel use to a high-density mixed-use development that could include animated and static signs and Integral Electronic Display Signs (animated and static) would represent a substantial change in visual character. Project signage could result in high brightness illuminated surfaces that are directly visible from the surrounding area and create a significant change in visual character. From these vantage points, upper level signage, including static and animated signs and Integral Electronic Display Signs (animated and static) that could occupy the building façade would be directly viewable in the center of the viewshed, and the field of view would be focused on the signage. The large-scale Integral Electronic Display Signs would focus the attention of the viewer. Furthermore, because of the size and visibility of proposed signage, the Project would introduce elements that might be considered to detract from the visual character of the area, such as bright colors, radiant lighting, and an increase in signage relative to current signage levels in the area. These elements would change the existing character of the area, creating a significant impact. Therefore, this analysis concludes that taken as a whole and analyzed from numerous vantage points, the change in visual character would be substantial and impacts associated with the Project’s signage would be significant.” And yet, as a result, there have been no significant changes in the proposed SUD that would adequately mitigate or remove these significant impacts.

6-8

While the DEIR makes assessments of traffic created by the project’s employees and discusses various methods of mitigation for some of that traffic, it does nothing to address the added travel time and congestion caused by distracted drivers viewing large-scale signs from the Harbor Freeway or other nearby locations. Initial traffic safety studies on electronic/digital signage have already documented changes in the eye movements of drivers showing levels of distraction. The impacts of those distractions must be included in an environmental analysis of this project. Additionally, assessments of liability in traffic accidents occurring as a result of the signage allowed must be done. Is the City at risk should it approve such a project before the national traffic safety studies are completed on digital / electronic signage? While the sign industry has argued that the digital signs are no different in terms of distraction than traditional billboards in materials presented to LA City (and others) in defense of their desire to place new digital signage at roadsides, one could make a case that there is a significant difference in their impact on the environment. The difference in the fees charged for such signage is an indication of their added desirability to advertisers and their clients. Because the industry’s safety

6-9

studies presented in the past are not relevant to the new forms of digital /electronic signage (and have been discredited by academic reviewers), it would be improper for the City to consider granting signage rights at this time.

6-9 (cont)

There is an extensive transportation section in the DEIR but nowhere in that section is there any mention of impacts of the proposed signage on the traffic in the area. What are the impacts of driver distraction to delay on city streets and the nearby Harbor Freeway? The Project would have significant impact on a nearby scenic resource, the Harbor Freeway, as this freeway is designated as a Scenic Freeway on the Central City Community Plan Map. It is conservatively concluded that due to the size and visibility of the proposed signage, the Project would introduce elements considered to detract from the scenic views of the area and create a significant impact. Yet this impact was not addressed nor could it be mitigated.

6-10

How does a distracted driver at an intersection contribute to added congestion and reduced intersection capacity? How does the project propose to mitigate added dangers to bicyclists and pedestrians? The addition of caution signs at project driveways and access points will not mitigate the dangers of drivers watching changing images on nearby building facades. The impacts of the signage display could be significant and should have been explored in the transportation section of the DEIR. Instead, it is ignored. Impacts on the freeway nearby could be very significant though possibly difficult to quantify before federal highway safety studies have been concluded. Instead, the DEIR concludes, "Because no significant impacts to the freeway segments were identified, no mitigation measures are required to reduce significant impacts." This is not a conclusion based upon study, it is a conclusion based upon wishful thinking and upon analysis that did not take into account the new applications of signage and sign technology proposed for the project in question.

6-11

One could suggest that there should be exploration in the DEIR of the City's potential legal liability from accidents occurring as a result of signage rights given before adequate study has been done. Mitigation that requires review by DOT, an agency already cut thin by budget cuts will not answer the serious questions being raised by the scope of signage in this project proposal. (And, this is not project mitigation, this is a condition of approval and should be described as such.) We already have digital sign placements in the City (reviewed by DOT and the Dept. of Building and Safety) that conflict with views of traffic signals. We already have digital signs installed that have brought complaints from passing drivers stating that their brightness was blinding. Yet, DOT and Building and Safety indicate that those signs meet current candlepower regulations. Thus, there is a need to develop appropriate regulations before any approvals or mitigations are defined, IF the City is considering the granting of any of these sign rights.

We would contend that a case has not been made in the DEIR to allow the proposed Wilshire Grand project to be covered with nearly 400,000 square feet of electronic signage. This is a shocking attempt to raise (advertising) revenues by selling the surfaces of this project, perhaps in an attempt to get this project to "pencil out?" In addition to the horrific levels of signage being sought, on the two office, hotel and residential structures, the shared 150 foot high podium structure between the two buildings would also have signage. And, there is a request to place full motion video on the building, which is especially and particularly dangerous and distracting. With the

6-12

6-12 (cont)

opening of the new Regal Cinemas as part of LA LIVE, we need not convert our skyscrapers into viewing screens for a downtown audience. The DEIR should have gone further to evaluate a project alternative that contains no signage whatsoever and instead evaluate the building and the impacts of constructions and operation without signage and the income that it might generate. We do not concur with the statement made in the opening summary: “Signage would serve to reinforce the perception of the Project as a new significant node...” However, we do concur with the statement made in the DEIR: “upper level signage would add to the ambient glow of the area and could represent a substantial change in brightness levels as seen from these light sensitive uses. As such, this aspect of Project signage would result in high-brightness illuminated surfaces that are directly visible from residential uses or other affected light-sensitive uses and would result in substantial changes to existing artificial light conditions, and could interfere with off-site activities. This would result in a significant impact.” No mitigations are provided to address these significant changes proposed.

6-13

6-14

The City’s 2002 Sign Ordinance banned any new off-site and supergraphic signs. While limited provisions were included for establishing sign districts, the language of the enabling ordinance stated that they were to enhance the “unique characteristics” of an area of the city “by the imposition of special sign regulations designed to enhance the theme or unique qualities of that district, or which eliminate blight through a sign reduction program.” Discussions over the past two years within the Planning Dept. and at the City Planning Commission reinforced the opinion that sign district status was NOT to be granted for a single property or project, if to be granted at all. This area of downtown cannot be considered to have unique characteristics. That designation has already been granted to LA LIVE in downtown and any concentrations of signage should be limited to that area. The courts have ruled that the City cannot regulate the content of signage, which means that permission to erect a full motion video would be the opening of a new Pandora’s Box for Los Angeles for there is no telling (or ability to regulate) what might appear and be transmitted across a wide swath of downtown. In addition to the proposed full motion video, there is a plan to have 10 foot high scrolling news ticker, and limited animation signs that change at different time intervals. While the full motion video signs would not be allowed above 150 feet, the upper sections of the towers could include animation signs that refresh every eight seconds.

6-15

The distraction created by the proposed installations could contribute to delays and accidents on the nearby Harbor / 110 Freeway nearby as well as on nearby arterials. Those dangers would impact drivers, passengers, and pedestrians as well as public safety responders. These proposed sign installations would comprise a large and significant PUBLIC HEALTH hazard. One of government’s important roles is to protect public health and safety. Data on accidents from digital signage is just now being developed. Studies submitted by outdoor advertising companies early in their efforts to seek approvals for digital / electronic signs have been discounted by academics. It is only prudent for municipalities to refuse to issue any new permits for electronic signage until after the roadway safety studies by impartial academics and traffic professionals have been completed and reviewed. In addition to the issues related to congestion, the measurements used to assess traffic impacts and the resultant increases in air pollution as

6-16

6-17

regulated by the AQMD must be assessed. If this project already has negative impacts on VOC, how will those levels be increased as a result of project travel delays, particularly in peak afternoon travel periods. One could surmise that the impacts on afternoon peak hours will be exacerbated during fall and winter months when the peak pm travel hours occur after dark when the signs will be brightly glowing.

6-17 (cont)

The DEIR addresses issues related to impacts on the Harbor Freeway’s scenic roadway status as follows:

“As previously discussed, the Harbor Freeway is designated as a Scenic Freeway on the Central City Community Plan Map, likely for its urban skyline views.¹³ The Project would have the potential to increase the intensity of urban development along the Harbor Freeway. Since the direct buildout of Project buildings would simply reinforce an existing urban skyline, it would be consistent with the Harbor Freeway’s scenic highway designation. However, the change in character from a mid-rise 16-story hotel use to a high-density mixed-use development that could include animated and static signs and Integral Electronic Display Signs (animated and static) would represent a substantial change in scenic resources when associated with signage. Project signage could result in high-brightness illuminated surfaces that are directly visible from the surrounding area and create a significant change in scenic resources, including views from the Harbor Freeway. Furthermore, because of the size and visibility of proposed signage, the Project would introduce elements considered to detract from the scenic views of the area, such as bright colors, radiant lighting, and an increase in signage relative to current signage levels in the area. These elements would change the existing character of the area, creating a significant impact. Therefore, this analysis conservatively concludes that the change in scenic resources would be substantial and impacts associated with signage would be significant.”

6-18

And yet, no project alternative that seeks to remedy these significant aesthetic impacts has been presented. The removal of static/traditional billboards in the Central City area does not come close to being a mitigation to the scale of the signage that is being proposed. While any and all effort to remove billboards in the City is to be applauded, it cannot be viewed as a mitigation that would allow for the placement of signs of the proposed scope, scale and impact. What are listed as mitigations in the DEIR are actually project conditions that the City should seek to attach to any project entitlements if and when the project is approved. They are not mitigations and should not be presented as such. An alternative with further and significant reductions in signage should have been presented as a project alternative and must be further explored because the significant impacts of this project can be further mitigated.

The residents in our area have had some experience of what it is to live with electronic signage nearby their residences and that experience has not been good. Neighbors have coined the term “24-hour digital sunrise” to describe what it is like to have lights changing in color and intensity day and night across their rooms, or to have the constant glow from the electronic signage creeping into their units. These lights know no boundaries and are a disturbance. Residents should not need to shutter their windows in order to escape an endless barrage of lights—day and night. Office occupants also have reported disturbance from the changes in images that occur during working hours. Light

6-19

trespass is an issue that cannot be dismissed. It will affect not only nearby structures (current and yet to be built) but will also impact the proposed building’s occupants! The added energy consumption with its toll on the environment should also be a factor in the evaluation of the proposed project. While the DEIR states that the signage will not exceed a limit of 12 watts per square foot, the total consumption each year would be 10,000 kilowatts, equal to the energy used by 3,500 homes! What are the effects of generating this power at its source? In times of limited power availability, what impact will this drain on energy have on other more critical uses of electricity? How can the DEIR state: “Because no significant impacts related to electricity supply were identified, no mitigation measures are required?” In addition, this project will generate negative impacts in the form light pollution onto the night sky. Mt. Wilson Observatory is not far from downtown Los Angeles. Those in the astronomy communities across the country seek to reduce, not increase night light pollution that affects star gazing and study of the night skies. All of these issues are significant and cannot be ignored in the review of this project.

6-19 (cont)

6-20

6-21

In response to the establishment of a sign district in 2008 on an MTA bus lot to allow Clear Channel to put up digital billboards, and in response to a flurry of applications for new sign districts downtown and elsewhere, the City Planning Commission (CPC) in that same year approved more stringent criteria for establishing sign districts. Included was language intended to preclude sign districts for a single development, such as the Wilshire Grand project. While the revisions were never adopted by the City Council, in 2009 the CPC approved a new citywide sign ordinance which went even further, requiring sign districts to encompass a minimum area of 15 acres, or 5,000 linear feet of street frontage. The Wilshire Grand project, on a 3.2 acre site, would fall far short of meeting this requirement. We would not wish to see approval of this project become precedent setting for downtown or other areas of the City. The designing of buildings, developments/projects as tabloids for advertising messages is a concept with tremendous potential negative impacts on the future urban fabric of our City. Buildings and projects should be designed to contain characteristics that contribute to the visual enjoyment of the City from all angles... as a pedestrian looks up, as a resident or office dweller looks down, as a driver passes by, etc. Buildings designed to “host” a video may have a reduced number of windows, may have decreased numbers of design features and details, lest they interfere with the conveyance of the advertising message. While electronic ticker tapes provide a sense of place on New York Time’s Square, in other settings they are unattractive ornamentation often referred to as visual pollution. And, again, we do not want our drivers or pedestrians to be watching changing ticker tape messages when they should be driving or crossing the street with care. Pedestrian accidents are on the rise in Los Angeles, likely due in part to cell phone distractions. We need not place a new layer of distraction before the public’s eye. With a cell phone each patron can opt to turn it off or ignore it. With “in your face” building signage, it is not possible to turn it off to regain the peace and privacy one might wish in one’s home, office or vehicle.

6-22

Assigning a mitigation measure that requires the project to hire a lighting expert as follows does not address the key issues that must be addressed by the City prior to approving any sign districts or installations of this nature which define candlepower and

6-23

other characteristics of the sign district before having determined whether those levels address the problems that have been created. The experts can attempt to devise systems that reduce certain measures to specific candlepower at selected measurement locations as described in the DEIR: “Prior to issuance of a building permit for the signage displays, the Applicant or its successor shall retain a lighting design expert who shall develop plans and specifications for the proposed lighting displays, establish maximum luminance levels for the displays, and review and monitor the installation and testing of the displays, in order to insure compliance with all City lighting regulations and these mitigation measures.” However, because of the City’s limited experience with such displays and their regulation, this will not ensure that the significant impacts of this signage will be mitigated to acceptable levels. They will merely be mitigated to levels defined in the project documents. The City must first study and determine how such signage behaves and how it might be mitigated. We know that for the signs on Westwood Blvd., meeting the City’s brightness requirements as defined for traditional billboards, did not address problematic brightness on the new digital signs. We are not assured that levels defined in the DEIR are adequate to address the problems created.

6-23 (cont)

In regards to aesthetics, the DEIR states that: The Project’s signage could include animated and non-animated signs and Integral Electronic Display Signs (animated and static) that would represent a substantial change in visual character. Project signage could result in high-brightness illuminated surfaces that are directly visible from the surrounding area and create a significant change in visual character. Because of the size and visibility of proposed signage, the Project would introduce elements considered to detract from the visual character of the area, such as bright colors, radiant lighting, and an increase in signage relative to current signage levels in the area. These elements would change the existing character of the area, creating a significant impact. Therefore, it is conservatively concluded that the change in visual character would be substantial and impacts associated with signage would be significant. And yet, there is no effort made to remove the signage portion of the project. What are listed as mitigations for signage are, in fact, project conditions that do not mitigate or remove impacts. Instead, they seek to regulate the impacts in very modest ways so as not to interfere with the intentions to install these large sign installations. This is one of the shortcomings of creating sign districts for individual projects. Project sign districts are the equivalent of spot zoning or zoning by exception rather than by rule thus creating bad precedents and bad public policy. The DEIR basically sets up guidelines that allow for all manner of signage: . “Signage regulations set forth in the Signage Supplemental Use District (Wilshire Grand SUD) would establish criteria for both opportunities and constraints of new identity elements of the Project. The Wilshire Grand SUD would set forth requirements governing the allowable sign types, locations, maximum size or coverage, hours of operation, and type of animation or controlled refresh for new signage. Project signage could include large-scale animated and static signs designed to convey a business, product, service, profession, commodity, activity, event, person, institution, brand, or any other commercial or noncommercial message, including Changeable Copy Signs (to be utilized for a scrolling news ribbon) and Integral Electronic Display Signs.” In reality, the sign district codifies all that the developer seeks to install. This is not acceptable.

6-24

6-25

The DEIR for the Wilshire Grand project does not adequately document negative impacts that would arise should a sign district be established in conjunction with this development. It also raises important and potentially troubling issues pertaining to the establishment of precedents that might be used to evaluate future projects of this nature. If approvals for such signage are awarded to this project, what grounds will LA City have to refuse additional requests for this intensity and concentration of signage on future skyscrapers (or other buildings) in Los Angeles? Is it within the City's General Plan to seek to establish large swaths of energy-hogging sign-covered buildings in its urban core? Do we seek to define and create PLACE through signage programs or through distinctive architecture? When the City sought to ban supergraphic signs, was the intention to reduce the presence of large building-covering signage, whether done by conventional or electronic means? It is arguable to say that these signs constitute an electronic form of supergraphic signage, and thus should not be allowed at all?

6-26

Please inform us of future meetings, hearings and documents issued pertaining to this project.

Thank you.

Sincerely,



Barbara Broide
President

cc: Paul Koretz, CD 5

COMMENT LETTER NO. 6

Westwood South of Santa Monica Blvd Homeowners Association
Barbara Broide, President
P.O. Box 64213
Los Angeles, California 90064-0213

Response to Comment 6-1

The commenter states that, in general, the analysis of the proposed signage in the Draft EIR is inadequate. However, the Draft EIR contains extensive analyses of the potential impacts of the proposed signage. Section IV.D, Visual Resources, of the Draft EIR analyzes the potential impacts of the Project, including its proposed signage, on visual resources, and concludes that the Project would have a significant, unavoidable visual impact related to the proposed signage program. In addition, Section IV.E.2, Light & Glare, Artificial Light & Glare, analyzes the potential light and glare impacts of the Project, including its proposed signage, and concludes that the proposed signage program would result in a significant lighting impact to light-sensitive uses, which would be mitigated to a less than significant level through implementation of mitigation measures M-1 through M-14 in Section IV.D. The commenter's specific comments related to the Draft EIR are responded to below.

Response to Comment 6-2

The commenter states that the Draft EIR does not "take seriously" or "attempt to assess" negative impacts associated with the proposed signage, either as proposed by the Project or under Alternatives 8 or 9, and that, as a result, additional analysis is required. The Draft EIR found that Alternative 8 (Reduced Signage Alternative) would have a significant visual impact related to signage, and that Alternative 9 (Zoning Compliant Signage Alternative) would have a less than significant visual impact related to signage. However, the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. Even so, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 6-3

The commenter requests that the Planning Department require additional analysis and develop new tools for assessment review of impacts. The commenter states that Table II-1, Development Summary, should have included the proposed signage and states that the signage should be considered part of the Project's "primary" characteristics. Although the signage program is not included in Table II-1, Development Summary, the signage program is described in detail as part of the Project in Section II, Project Description, of the Draft EIR, and is analyzed in the Draft EIR as part of the Project. Each applicable section analyzes the Project's signage component, including Land Use (Draft EIR Sections IV.A.1 and IV.A.2), Visual Resources (IV.D), Artificial Light and Glare (IV.E.2), Utilities (IV.J), and Climate Change (IV.O). The comment also asserts that the City has not previously analyzed a signage program

like that proposed by the Project. However, the City has analyzed signage proposals in several prior projects, including, for example, the Los Angeles Sports and Entertainment District and the Figueroa at Olympic projects in the immediate Project vicinity.

Response to Comment 6-4

The commenter states the signage proposed as part of the Project requires additional analysis to assess its impacts on aesthetics, transportation, energy use, and quality of life. These analyses are included in the Draft EIR. Section IV.D, Visual Resources, of the Draft EIR analyzes, among other things, the Project's signage and concludes that the Project would have a significant, unavoidable visual impact related to the proposed signage program. Similarly, Section IV.E.2, Light & Glare, Artificial Light & Glare, concludes that the proposed signage program would result in a significant lighting impact to light-sensitive uses, which would be mitigated to a less than significant level through implementation of mitigation measures M-1 through M-14 in the section. It should be noted that these sections of the Draft EIR include the analysis of aesthetic impacts that this comment asserts are missing from the Draft EIR. In addition, Section IV.J, Utilities calculates the Project's estimated electricity demand, including its signage component, and concludes that impacts would be less than significant based on LADWP's ability to serve the Project. Section IV.O, Climate Change, includes the signage program in the Project's greenhouse gas emission inventory, and concludes that the Project would have a less than significant impact on climate change. Regarding transportation impacts related to signage, the commenter is referred to Response to Comment 5-2. Although each of these analyses relates to issues that affect quality of life, quality of life as a separate environmental topic is not analyzed in the Draft EIR as it is not identified as a distinct topic for analysis under CEQA.

The comment also states that the CEQA thresholds were not adequately evaluated with respect to visual resources. The commenter states that the proposed signage program would create a significant aesthetic impact that the Draft EIR fails to acknowledge. However, as discussed above, Section IV.D, Visual Resources, of the Draft EIR concludes that the Project would have a significant, unavoidable visual impact related to the proposed signage program. As noted by the commenter, the Draft EIR specifically states that the Project buildings would not create a significant aesthetic impact, but that the proposed signage program would. Page IV.D-26 states "Impacts to visual character of the Project Site resulting from direct buildout of the Project buildings would be less than significant.... Impacts related to signage resulting from the Project would be significant and unavoidable from viewsheds with direct views of the Project Site (i.e., Harbor Freeway and immediate surrounding streets)." Contrary to the commenter's assertion, the City has fulfilled its responsibilities under CEQA to analyze the potential impacts of the Project's signage.

Regarding this comment's statement regarding the Draft EIR's analysis of the potential cumulative impacts due to the signage, please see Response to Comment 6-6, below.

Response to Comment 6-5

The commenter states that the Project would affect views from a designated scenic highway, corridor, or parkway that the Draft EIR does not acknowledge. However, page IV.D-23 of the Draft EIR concludes

that “the change in scenic resources would be substantial and impacts associated with signage would be significant” related to the Harbor Freeway as a designated Scenic Freeway, and page IV.D-26 of the Draft EIR further concludes “Impacts related to signage resulting from the Project would be significant and unavoidable from viewsheds with direct views of the Project Site (i.e., Harbor Freeway and immediate surrounding streets).” Also refer to Response to Comment 6-4.

Response to Comment 6-6

The commenter states the Draft EIR does not analyze cumulative aesthetic impacts related to signage. However, page IV.D-24 of the Draft EIR analyzes such impacts and concludes that cumulative impacts related to signage would be significant. In addition, pages IV.E.2-27 and IV.E.2-28 analyze the potential cumulative light and glare impacts of the Project and conclude that these would also be significant.

Response to Comment 6-7

The commenter asserts that the Draft EIR’s statement that visibility of the proposed signage program would be sporadic and background views from outlying locations is not adequately supported. The statement, found on page IV.D-21, is related to “views of the Project Site from the distant south, which include views from the Santa Monica Freeway, from the distant east, from the distant north, from the Bunker Hill District, from Pershing Square, and from Grand Hope Park”. Figures IV.D-28 through IV.D-45 provide renderings of the Project (with and without the signage program) to illustrate the impact on those views the Project would have, and thus provides evidence and substantiates the statement in question. As discussed above, the Draft EIR concludes that the signage component of the Project would result in significant, unavoidable impacts related to Visual Resources.

Response to Comment 6-8

The commenter quotes statements from pages IV.D-21 and IV.D-22 of the Draft EIR and asserts that these statements are more accurate than the statement discussed in Response to Comment 6-7 above, but states that although the impacts are determined to be significant, no changes were made to the Project signage that would adequately mitigate or remove the significant impacts. As stated in the Draft EIR (see page IV.D-26), there are no feasible mitigation measures available to reduce the visual impacts related to signage due to the nature of the impact. However, the Zoning Compliant Signage Alternative (Section V, Alternatives), would result in a less than significant visual impact with respect to signage.

Response to Comment 6-9

The commenter states the Draft EIR does not, but should, address the potential for the signage to increase travel time and congestion due to driver distraction. The commenter states that such impacts have been documented in “initial traffic safety studies on electronic/digital signage” that the commenter has not identified. However, such impacts are not anticipated to occur; the commenter is referred to Response to Comment 5-2. The Project would comply with the Caltrans Outdoor Advertising Act and Regulations and the Vehicle Code, which aims to minimize driver distraction and impacts of advertising on traffic. The commenter also states that the Draft EIR should have addressed the City’s liability for traffic

accidents “occurring as a result of the signage;” however, even if such accidents could result from the signage, which is not a conclusion with which the City agrees, that liability would be a legal matter, not an environmental matter that CEQA requires be analyzed in an EIR.

Response to Comment 6-10

The commenter states that the impact related to the portion of the Harbor Freeway that has been designated as scenic was not addressed by the Draft EIR. However, as the Draft EIR did analyze this impact and found it to be significant; the commenter is referred to Response to Comment 6-5, above. The commenter correctly states that this impact was determined to be significant and unavoidable.

Response to Comment 6-11

The commenter asks about the potential impacts of the proposed signage on drivers, intersection congestion and capacity, bicyclists, and pedestrians, and again states that the Draft EIR should analyze the City’s legal liability from accidents occurring because of signage. As to distraction impacts on the Harbor Freeway, the commenter is referred to Response to Comment 5-2. The Project would comply with the Caltrans Outdoor Advertising Act and Regulations and Vehicle Code Section 21466.5, which aim to minimize driver distraction and impacts of advertising on traffic. Furthermore, liability is not an environmental impact analyzed under CEQA. Visibility of the signage program to drivers, bicyclists, and pedestrians at street level adjacent to the project site would be generally limited to Level 1 signage as designated in Section II, Project Description of the Draft EIR.

Response to Comment 6-12

The commenter states that “a case has not been made in the DEIR to allow the proposed Wilshire Grand project to be covered with nearly 400,000 square feet of electronic signage” and expresses opposition to the proposed signage. It is not the purpose of the Draft EIR to support or oppose projects, but to provide analysis of all pertinent environmental impacts as required by CEQA. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the significant environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 6-13

The commenter states the Draft EIR should have analyzed an alternative that contains all of the Project components except the signage. In each applicable EIR section, a distinction is made where impacts are related to the Project’s buildings and uses versus the signage program itself. For example, in Section IV.D, Visual Resources, the “Level of Significance after Mitigation” states:

Impacts to visual character of the Project Site resulting from direct buildout of the Project buildings would be less than significant. Although signage mitigation measures are included, these would not reduce the impact to a less than significant level.... Impacts related to signage

resulting from the Project would be significant and unavoidable from viewsheds with direct views of the Project Site (i.e., Harbor Freeway and immediate surrounding streets).

It is clear from this conclusion that the signage program would have a distinct and separate impact from the structures and uses of the Project. Furthermore, Section V, Alternatives, analyzes nine project alternatives (No Project, Reduced Density, Phased Construction, Office-Only, Residential-Only, Reduced Height, Zoning Compliant, Reduced Signage, and Zoning Compliant Signage), seven of which have the potential to reduce significant impacts of the Project with regard to visual qualities, including a reduction in signage (Reduced Signage, and Zoning Compliant Signage Alternatives).

Response to Comment 6-14

The commenter disagrees with the Draft EIR's statement that "signage would serve to reinforce the perception of the Project as a new significant mode," but agrees with the Draft EIR's conclusion that the high brightness of the would create a significant impact. The commenter states that no mitigation measures are provided to address the significant impact. However, Section IV.E.2 provides 14 mitigation measures, which would reduce the potential artificial light impact to less than significant.

Response to Comment 6-15

The commenter states that the proposed Signage Supplemental Use District (SUD) should not be granted for the Project because it does not comply with the requirements for an SUD contained in the City's Sign Ordinance. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. Even so, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 6-16

The commenter states that the proposed signage program would create a public health hazard due to the potential for delays and accidents on surrounding roadways and suggests that roadway safety studies be completed and reviewed. Regarding vehicular safety related to signage, the commenter is referred to Responses to Comments 5-2 and 6-9.

Response to Comment 6-17

The commenter states that the Project's impacts on air pollution from traffic congestion and other traffic impacts must be assessed. The commenter asks what effect VOC levels travel delays would cause particularly during afternoon peak hours. The traffic analyses in Section IV.B and Appendix IV.B of the Draft EIR provide a comprehensive review of existing, future, and future with project traffic conditions. These traffic conditions were used in the Draft EIR's analyses of air quality impacts contained in Section IV.G and Appendix IV.G of the Draft EIR. The traffic methodology includes analysis of intersections, freeway segments, and arterial monitoring stations, and accounts for traffic generated by the Project, related projects, an assumed regional growth percentage, future operating conditions without the Project

are assessed. As such, Section IV.G, Air Quality, presents an analysis of the air quality impacts estimated for the Project. Specifically with respect to the Project's VOC emissions during Project operation, Table IV.G-12 in Section IV.G of the Draft EIR, on page IV.G-46 reports that the Project's wintertime and summertime VOC emissions would be less than significant; as the Table demonstrates, VOC emissions from mobile sources were included in the emissions calculations.

The commenter restates the Draft EIR's conclusion that the Project's signage would have a significant visual impact on scenic resources (the Harbor Freeway). The commenter states that no alternative or mitigation measures to remedy the impact are presented by the Draft EIR, and that an alternative that would reduce this impact from signage to less than significant should be analyzed. The commenter further states that the mitigation measure requiring removal of billboards in the Central City area would not mitigate this impact to a less than significant level and therefore is not acceptable as mitigation. However, the Draft EIR analyzes Alternative 9, Zoning Compliant Signage Alternative, in Section V, Alternatives, and concludes that it would result in a less than significant visual impact with respect to signage. Furthermore, the Draft EIR does not conclude that the mitigation measure requiring removal of billboards would reduce the significant impact to a less than significant level. To the contrary, it concludes that although mitigation measures are presented in the Section IV.D, Visual Resources, visual impacts related to signage would remain significant, as no other feasible mitigation measures are available to address the significant visual impacts of Project signage. While the mitigation measures would not avoid this significant impact, they would reduce it although not to a less than significant level. This significant and unavoidable impact is related to the visual appearance of the signage, not the lighting. Lighting impacts are discussed in Section IV.E.2 of the Draft EIR and with mitigation would be less than significant.

Response to Comment 6-19

The commenter states that electronic signage is a disturbance to residents and office occupants and that this light trespass "is an issue that cannot be dismissed." The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The Draft EIR analyzes these impacts in Section IV.E.2, Light and Glare, and includes mitigation measures to address the impacts. Even so, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 6-20

The commenter states that the energy consumption associated with signage should be considered and questions the Draft EIR's conclusion that electricity impacts would be less than significant. Section IV.J, Utilities, of the Draft EIR calculates the estimated electricity demand of the Project, including the signage component, and concludes that impacts would be less than significant based on LADWP's ability to serve the Project. Specifically, the Draft EIR provides an estimated electricity demand table which presents estimated electricity demand by use (see page IV.J.4-5) and goes on to state "All of the proposed buildings would be subject to the State Energy Conservation Standards contained in Title 24 of the CCR.

Furthermore, the LADWP has indicated that it would be able to accommodate the Project's electricity demand with no improvements to the existing distribution systems." Therefore, CEQA thresholds are not exceeded related to electricity demand and/or supply. In addition, Section IV.O, Climate Change, of the Draft EIR compiles the Project's greenhouse gas emission inventory, including, without limitation, the greenhouse gas emissions from the Project's signage and concludes that the Project's greenhouse gas emissions would be less than significant. Based on this evidence, the Draft EIR concludes that impacts relating to electricity would be less than significant.

Response to Comment 6-21

The commenter states that the Project's contribution of light pollution into the night sky would result in a significant impact. As discussed in Section IV.E.2, Light and Glare, of the Draft EIR, the Central City area in which the Project Site is located already experiences a high level of ambient nighttime light. Mitigation Measure MM-13 requires that all light emitting diodes be limited in horizontal and vertical beam spread and be oriented downwards to the street rather than up to the sky. The Draft EIR also assesses the cumulative impact of the Project related to light and glare (see page IV.E.2-27), which it determined to be significant and unavoidable. Cumulatively, the related projects and regional and ambient growth would continue to redevelop existing land uses and contribute to increased nighttime illumination levels in the Project area. Although increased light and glare in the area is consistent with the urban character of downtown, the Draft EIR conservatively concluded that cumulative light and glare impacts would be significant.

Response to Comment 6-22

The commenter states that the Los Angeles City Planning Commission (CPC) has over the years established sign ordinances and regulations to limit development of signage. The commenter states that the Project signage is not consistent with the ordinances and regulations and should not be approved. The commenter further states that the driver and pedestrian distraction from signage should not be added to the existing distraction caused by cell phones. With respect to this latter statement, please see Responses to Comments 6-9, 6-10 and 6-11, above. Otherwise, the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. Even so, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 6-23

Commenter states that mitigation requiring the hiring of a lighting expert to ensure that the signage would generate light at specific candlepower levels at selected measurement locations is not adequate because those candlepower levels will not ensure that the impacts would be less than significant. This comment ignores the restrictions and limitations embodied in the signage program as well as the other mitigation measures included in the Draft EIR. Mitigation Measure MM-3, on page IV.E.2-29, is not the only restriction or the only mitigation measure included in the Draft EIR to reduce the impact of the signage. In addition to Mitigation Measure MM-3, there are 13 other mitigation measures in Section IV.E.2, Light and Glare, Artificial Light and Glare, with specific limitations that have been specifically designed to

mitigate impacts associated with the signage program to less than significant. The analysis in the Draft EIR concludes based on an expert technical study (see Appendix IV.E, Wilshire Grand Redevelopment Project Integrated Electronic Display Analysis and Recommendation of Mitigation Measures) that these measures and the project design features, together, would result in less than significant light and glare impacts. More specifically, Mitigation Measure MM-3 would require that the Applicant or its successor retain a lighting design expert to develop plans and specifications for the proposed lighting displays, establish maximum luminance levels for the displays, and review and monitor the installation and testing of the displays, in order to insure compliance with all City lighting regulations and these mitigation measures. This mitigation measure, which operates during the design phase of the Project, development of the Project, and implementation of the signage program, ensures that the signage requirements are met, and that the signage will emit light at the reduced levels required to keep the impacts to less than significant levels.

Response to Comment 6-24

Commenter reiterates the Draft EIR's conclusion that the signage would result in a significant and unavoidable impact on visual resources, and states that although a significant impact was identified, the signage portion was not removed from the Project. It is not the task of the Draft EIR to create a project that has no impacts, but rather to identify the potential impacts of the Project presented and feasible mitigation measures and analyze alternatives that would reduce the significant impacts. Additionally, Section V, Alternatives, analyzes nine project alternatives (No Project, Reduced Density, Phased Construction, Office-Only, Residential-Only, Reduced Height, Zoning Compliant, Reduced Signage, and Zoning Compliant Signage), two of which include a reduction in signage (Reduced Signage, and Zoning Compliant Signage Alternatives) and reduced impacts.

Response to Comment 6-25

The commenter states that the mitigation measures included for signage do not mitigate or eliminate its impacts and that the proposal of a signage district allows the developer to install any type of signage, which is not acceptable. Inclusion of the SUD as part of the Project does not mean that the Draft EIR has determined that the signage program would have less than significant impacts. On the contrary, the Draft EIR has concluded that the Project would result in significant unavoidable visual impacts related to signage, even after mitigation. Section 13.11 of the Los Angeles Municipal Code (LAMC) designates that Signage Districts may be established as follows:

The procedures set forth in Section 12.32S shall be followed, however each "SN" Sign District shall include only properties in the C or M Zones, except that R5 Zone properties may be included in a "SN" Sign District provided that the R5 zoned lot is located within an area designated on an adopted community plan as a "Regional Center," "Regional Commercial," or "High Intensity Commercial," or within any redevelopment project area. No "SN" Sign District shall contain less than one block or three acres in area, whichever is the smaller. The total acreage in the district shall include contiguous parcels of land which may only be separated by public streets, ways or alleys, or other physical features, or as set forth in the rules approved by

the Director of Planning. Precise boundaries are required at the time of application for or initiation of an individual district.

Otherwise, the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. Even so, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration

Response to Comment 6-26

The commenter states that the Draft EIR does not adequately document the impacts of the proposed SUD. Refer to Response to Comment 6-25. The commenter presents a number of questions to the City regarding the proposed signage, which do not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.



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Ref: 70795-0001

August 23, 2010

VIA E-MAIL AND U.S. MAIL

Ms. Mariana Salazar
 Department of City Planning
 City of Los Angeles
 200 N. Spring Street, Room 601
 Los Angeles, CA 90012-4801

Re: ENV-2009-1577-EIR-GB: Wilshire Grand Redevelopment

Dear Ms. Salazar:

This office represents Wilshire Boulevard Property LLC, the owner ("Owner") of the real property located at 1000 Wilshire Boulevard (the "Adjacent Property"). The Adjacent Property is immediately west of the above-referenced proposed redevelopment project (the "Project"). In addition to its own general comments, the Owner has retained a leading environmental consulting firm, the Planning Center ("PC"), to review the Project's draft environmental impact report ("DEIR"). Pursuant to the Department of City Planning's ("Department") circulation of the DEIR for the Project, we (in conjunction with our consultations with PC) submit the following comments for the Department's consideration (further, please note that attached to this letter as "Exhibit A" are a number of additional corrections and more detailed technical discussions regarding changes we believe necessary to produce a legally sufficient final Environmental Impact Report "EIR").

The Owner's overall view of the Project is that it's an exciting and very positive development and certainly appears to have the potential to bring significant economic benefits to the immediate area and downtown Los Angeles in general as well as additional amenities to the tenants of the Adjacent Property. However, the Owner maintains considerable concerns that a development of the scale and scope of the Project will create certain impacts on the Adjacent Property, both during construction as well as post-construction that have not been fully presented and analyzed in a legally adequate EIR. The Owner therefore urges the correction of the deficiencies (as well as the re-evaluation of certain underlying assumptions) in the DEIR identified below to further understand the scope of the Project, its impact and proposed mitigations, and encourages the Department to consider certain changes to the Project that would lessen the impacts on surrounding properties, including the Adjacent Property.

7-1

Ms. Mariana Salazar
 August 23, 2010
 Page 2

I. TRAFFIC AND SITE ACCESS

The Adjacent Property consists of approximately 476,000 square feet of general office space, and lies immediately west of the Project across Francisco Street. Like the Project, the Adjacent Property is bounded by 7th Street to the south and Wilshire Boulevard to the north. The sole vehicular access to the Adjacent Property's garage is from Francisco Street. As such, any increase in traffic in the immediate vicinity, particularly on Francisco Street, has the potential to negatively impact access and circulation to the Adjacent Property for its office tenants and visitors. The sole proposed self park entrance to the 1,900-car parking garage is across the current narrow, two-way Francisco Street which is the sole entrance to the Adjacent Property.

7-2

Based on both the Owner's and PC's review, the traffic volumes cited in the DEIR appear to have been significantly undercounted. Adjustments were made to the projected trip generation based on the Project's location in downtown and a conceptual mix of uses. As a result, the trip generation assumption utilized in the DEIR was reduced by approximately 40 percent, which we consider to be a highly aggressive reduction. While some credit seems appropriate due to the Project's access to transit and the downtown location, the trip capture assumptions appear to be based on a mix of uses not present in the Project and are therefore not applicable for the analysis. Instead, the appropriate trip capture would presumably be derived from a truly "mixed use" project that incorporates commercial, office, and residential uses. However, the Project only provides 100 residential units and thus cannot be considered mixed use. It would appear appropriate that no trip reductions should be assumed for the type and mix of uses proposed.

7-3

7-4

Despite utilizing what we would deem as understated trip generation figures in the DEIR, the Project would still increase traffic by almost 3500 trips on Francisco Street during AM and PM peak hours, and require all non-valet ingress and egress to occur at a Francisco Street access located across from the Adjacent Property's only garage access. This is clearly a material increase in traffic to place on a two lane, one block long street that is already burdened with substantial traffic from the Adjacent Property, the current Wilshire Grand development, and general traffic using Francisco Street as a connection between two major thoroughfares. Further, as a technical matter, it does not appear that the turning movement volumes at the site access off of Francisco Street have been adequately addressed. In reviewing DEIR Figure IV.B-18, a through e, we have concern that there is inadequate space for turning movements for access.

7-5

7-6

While the Owner and PC understand that existing traffic patterns on Wilshire may prevent additional egress from the Project from Wilshire, the Project may be able to provide ingress from Wilshire, which has not been properly analyzed. In addition, we would encourage additional ingress to the Project be provided from 7th Street, as there is already a planned entrance to the Project garage from the 7th Street valet area. This additional access would provide needed relief to the Francisco Street access and reduce impacts to the Adjacent Property. We would request, at a minimum, that the final EIR should include analysis of additional

7-7

7-8

Ms. Mariana Salazar
 August 23, 2010
 Page 3

alternatives which evaluate the feasibility of providing additional garage access from 7th Street to alleviate potential congestion on Francisco Street. 7-8 (cont)

II. NOISE

The Owner and PC are also concerned about construction noise and its affect on tenants of the Adjacent Property. As described in the DEIR, construction of the Project will generate significant noise volumes (up to 94 dBA at the Adjacent Property property line) over a 54-month period during construction. Although office use is not considered a sensitive use, the DEIR does not appear to address nor analyze projected interior noise volumes for the Adjacent Property during construction. If the noise volume is 94 dBA outside, initial concerns relate to what the noise volume will be inside the Adjacent Property and whether the projected noise volumes are consistent with the City’s Noise Ordinance. The above reflect select examples of the further detail and analysis we would request for the final EIR. 7-9

III. LIGHT AND GLARE

The Project proposes to implement a Supplement Use District for signage that will allow several hundred thousand square feet of animated and static signage. Because of the proximity and height of the Project's proposed buildings, the Adjacent Property will likely experience high intensity light directly into the building and the offices of working professionals.

As stated in DEIR Appendix IV.E, page 13, high levels of artificial light currently exist along Wilshire Boulevard, 7th Street, and Figueroa Street; however, this is not an existing condition along Francisco Street. The DEIR states that “office uses are not considered light sensitive since they are generally not in use during the evening hours.” Contrary to the DEIR lighting study, maintenance and building security lights are not high intensity. Therefore, the high level of nighttime lighting from office buildings comes from interior offices where people are conducting their daily work responsibilities. It is therefore the Adjacent Property's office workers who will be negatively impacted by the Project's massive proposed signage, particularly in the winter months when offices are still fully occupied well after sundown. It also should be noted that many individuals who work at the Adjacent Property commence their day in early morning hours, prior to daylight. 7-10

Further, as a result of the proximity to the 110 freeway, it is highly likely that animated signs would target freeway drivers, and thus would be of a high intensity. At approximately 60 feet away, the Adjacent Property is the closest building to the Project. The Owner therefore requests that the final EIR include a mitigation measure that substantially reduces the signage intensity and animation on all building facades that are directly adjacent to and within 100 feet of another building. 7-11

Ms. Mariana Salazar
 August 23, 2010
 Page 4

IV. SUFFICIENCY OF PROJECT DESCRIPTION AND RELATED ANALYSIS

The Project proposes to include a Land Use Equivalency Program to maintain flexibility of Project land uses and floor areas. The DEIR relies on the Land Use Equivalency Program to conclude that no new significant impacts would occur if Project land uses were modified and therefore concludes that no Subsequent or Supplemental EIR would be required to address changes in Project land uses. The Land Use Equivalency Program uses a three-step process based on PM Peak Hour trips and VOC emissions to analyze future land use changes.

Use of the Land Use Equivalency Program and the associated Design Flexibility Program, which allow the applicant to build a substantially different project than the one analyzed in the EIR, appears inconsistent with the foundational CEQA rule requiring an accurate, stable, and finite project description. For example, the Project as proposed includes up to 100 residential units, but under the Land Use Equivalency Program up to 1,100 residential units could be developed. Certain sections included in Chapter IV attempt to analyze up to five different development scenarios (see Table IV.I.1-2); however, this analysis does not appear to be carried throughout the document as the impacts and proposed mitigations do not appear to be addressed for each of the five scenarios in their entirety.

7-12

Each development scenario has very different impacts, and our conclusion is that these impacts have not been sufficiently addressed nor analyzed in the DEIR. For example, further analysis is needed to ensure that impacts related to aesthetics, traffic, or schools can be controlled by only looking at PM Peak Hour trips and VOC emissions. Depending on the land use, a particular development scenario might have impacts in the AM Peak Hour, and these impacts are not analyzed. Additionally, the Land Use Equivalency Program by itself cannot eliminate the need for CEQA review of future land use changes, pursuant to Section 15162 of the CEQA Guidelines.

V. UNDEFINED DESIGN FLEXIBILITY PROGRAM

The DEIR Project description includes references to a Design Flexibility Program (“DF Program”) and describes general design parameters that would be included in a DF Program. However, unlike the Land Use Equivalency Program, which is provided in Appendix II.2, there is no DF Program described in the DEIR. As a result, the DEIR reader is unable to review and fully comprehend this DF Program.

In addition, a number of Project Design Features rely on the DF Program to conclude that significant impacts would not occur as a result of the proposed Project. This results in a number of issues relating to the adequacy of the DEIR, most notably, the reliance by the DEIR on a DF Program which apparently does not exist. There also does not appear to be any mechanism or safeguard from the design parameters being modified when the DF Program is actually prepared, which may be after the EIR is certified. This raises the issue of how the design parameters are part of the current Project when the DF Program has not yet been prepared

7-13

Ms. Mariana Salazar
 August 23, 2010
 Page 5

and how such design parameters or the DF Program can be enforced in the absence of a Specific Plan.

7-13 (cont)

In order to cure the problems associated with the DF Program, we would request the following to occur: either: 1) the preparation of the DF Program, including enforcement mechanisms, and inclusion in the appendix of a Recirculated DEIR; or, 2) require preparation of a DF Program as a mitigation measure and include performance standards.

VI. INSUFFICIENT MITIGATION MEASURES

Effective mitigation measures are those written in clear, declaratory language specifying what is required to be done, how it is to be done, when it is to be done, and who will be responsible for doing it. Furthermore, measures must be feasible to undertake and complete. The Project EIR should avoid measures that are conditional upon feasibility (i.e., required only "when feasible"), rather than applied directly or at a specified Project stage. The Project EIR should also avoid deferred mitigation and mitigation measures limited to monitoring and future studies not tied to performance standards and contingency plans.

7-14

Many of the mitigation measures in the DEIR fail to provide declaratory language on timing, responsibility, or enforcement. As a result, it is difficult for the reader to know how these mitigation measures will be enforced. While some of the questions relating to timing and enforceability may be answered by the mitigation monitoring program (MMP), the MMP was not made available during the public review period.

VII. PROJECT DESIGN FEATURES AS MITIGATIONS

The DEIR analysis relies on a number of Project Design Features ("PDFs") to reduce the potential impacts of the Project. Since these PDFs serve as mitigations of Project impacts, it would be expected that they meet the same standards established for mitigation measures. It is unclear how many of the PDFs listed in the DEIR have been incorporated into the Project, and how compliance with those PDFs will be enforced. In the absence of a Specific Plan, it appears that the DEIR is being used to establish design features for the Project, which it cannot do. The purpose of the DEIR is to analyze the environmental impacts of the Project, as DEIR is not part of the Project. From a procedural standpoint, mitigation measures can solely place requirements on the Project, which are enforceable through implementation of the MMP.

7-15

PDFs are changes to a project that have already been incorporated into the design or plan to reduce or eliminate an environmental impact. Conversely, mitigation measures are a commitment to do something in the future to reduce or eliminate a significant effect. As a result, one would expect a future commitment to pay a fee or purchase a bus for LADOT to be a mitigation measure and not a PDF. As discussed above, the DEIR states that various Project design parameters will be included in the DF Program. However, as stated previously, there is no Design Flexibility Program and there does not appear to be a requirement that one be prepared. As a result, the DEIR analysis has material deficiencies in that it relies on PDFs that

7-16

Ms. Mariana Salazar
August 23, 2010
Page 6

have not been properly incorporated into the Project, with no enforcement of a monitoring mechanism. 7-16 (cont)

VIII. CONCLUSION

As noted above, the Owner feels that the proposed Project would provide a number of benefits for the Adjacent Property as well as the overall economy of Downtown Los Angeles. With that said, it's clear that the Project will have material impacts on the Adjacent Property (and surrounding area) that need to be further analyzed and addressed in greater detail. Project design changes can mitigate some of these impacts and should be specified and analyzed in the final EIR. Further, we feel that the DEIR contains several deficiencies and/or inconsistencies that should be addressed for a project of this scale. The Owner urges the City to carefully analyze and address the comments provided in this letter and attachment to arrive at a clear understanding of the Project design and scope (including phased construction alternatives), appropriately identify impacts and specific mitigation obligations, and create less impactful Project. 7-17

Sincerely,



ALEX DEGOOD of
Jeffer Mangels Butler & Mitchell LLP

cc: Benjamin M. Reznik

EXHIBIT A

Additional Technical Comments

COMMENT 2-3

This comment refers to c. Land Use Equivalency Program, page II-9, and Land Use Equivalency Program and Design Flexibility Program, included as Appendix II.2.

This entire Project proposal and conclusions relies heavily on what we would deem an incomplete supporting document. The Land Use Equivalency Program and Design Flexibility Program included as Appendix II.2 is noted as a "Preliminary Working Draft – Work in Progress." Because the regulatory compliance document is still in flux and will most likely be changed before final adoption, we cannot determine what will be included in the final document.

7-18

Additionally, the Appendix is missing Figure 1, "Overview of Proposed Wilshire Grand Redevelopment Project Land Use Equivalency Program," from page 8.

This document is clearly an important component of the Project and any alteration of the existing content would also alter the DEIR analysis of the Project. Also, without Figure 1, review of the program is difficult.

7-19

The Land Use Equivalency Program and Design Flexibility Program should be much closer to finalization before its regulations are relied upon so heavily. Additionally, the omitted Figure 1 must be included in the document to properly analyze it.

COMMENT 7-2

This comment refers to Page IV.A.1-61 and Table I-1, Summary of Project Impacts, Project Design Features, and Mitigation Measures, page I-11.

Mitigation Measure 1 requires that "Any sign that includes an electronic display shall be reviewed pursuant to the direction of the Director in consultation with LADOT." While the review of Project signage is a necessary step, it is not a valid mitigation measure for a significant signage impact. We feel strongly that clear mitigation measures must be developed and presented to not only the Owner, but all surrounding parties that would be impacted by the electronic signage as the current 'reviewing' measure is incomplete.

7-20

CEQA Guidelines Section 15126.4 (B) states "Formulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way."

The Lead Agency's mandate is to identify mitigation measures for significant environmental impacts. Identification of mitigation measures cannot be deferred and should include various performance standards that can be accomplished in several optional methods depending on the outcome of such tests.

There are two feasible options for correction: (1) the proposed project should comply with the City sign regulations or with regulations adopted specifically for this project and eliminate the

7-21

vague mitigation measure; or (2) the mitigation measures for the significant signage impact should include performance standards that make it enforceable and valid. 7-21 (cont)

COMMENT 8-16

This comment refers to Table 29. This table is missing from the document and should be re-issued and disclosed for public review. 7-22

COMMENT 8-17

This comment refers to Appendix A. The intersection lane configuration for Intersection 27 is currently under construction on the SR-110 northbound off-ramp. As a result, it would appear appropriate for the proposed lane configuration would need to be included for Year 2020 traffic conditions. The CMA calculations should be revised accordingly with the above noted change. 7-23

COMMENT 8-18

This comment refers to Appendix A. The intersection lane configuration for Intersection 29 currently provides a northbound single right turn lane with no shared through/right turn lane. The CMA calculations should be revised accordingly with the above noted change. 7-24

COMMENT 8-24

This comment refers to Section 8, Project Design Features and Mitigation Measures. Additional analysis regarding vehicle queuing at the Francisco Street project driveway should be provided to address the gate control equipment and corresponding processing rates of both inbound and outbound traffic to prevent vehicles from queuing onto Francisco Street or bottlenecks within the parking garage. Detailed discussion should be provided of the number of inbound/outbound travel lanes, control via ticket dispenser/card reader for inbound lanes, and control via a cashier booth/ticket reader and card reader for outbound lanes. 7-25

COMMENT 9-2

This comment refers to Construction Noise, page IV.C-31.

The DEIR's construction noise analysis evaluated noise generated from construction equipment, however, there was no discussion with respect to smaller construction pieces of building demolition debris less than 2,000 pounds that may be dropped from various floor heights up to the 16th floor.

Noise from these up-to-one-ton debris drops off the 16th floor may result in substantial levels of impact noise. While the DEIR's significance thresholds apply only to noise-sensitive uses, these thresholds generally apply to typical noise sources and not to high-magnitude impulsive noise sources such as these debris drops, which may have the potential to cause widespread speech interference and distraction. 7-26

The DEIR should provide clarification and address the frequency of these debris drops and provide an estimate of the exterior and interior noise levels at noise-sensitive uses as well as the office uses near the project site from this type of construction activity. 7-26 (cont)

COMMENT 9-3

This comment refers to 3. Groundborne Vibration, page IV.C-36.

The DEIR's vibration analysis evaluated the potential impacts associated with structural damage from construction-related vibration but did not address the Federal Transit Administration's (FTA) human annoyance threshold for vibration.

The DEIR should evaluate the potential for project-related construction activities to result in vibration-induced annoyance and activity interference. Activities such as vibratory rollers, jackhammers, pneumatic hammers, and "smaller construction pieces [of building demolition debris] (i.e., less than 2,000 pounds)[that] may be dropped down (from various floor heights up to the 16th floor)..." may have the potential to cause substantial levels of vibration and cause interference with activities at nearby office, retail, hotel and residential uses. 7-27

The FTA has established a threshold for vibration annoyance in addition to vibration induced structural damage in Chapter 8 of the FTA document Transit Noise and Vibration Impact Assessment. Table IV.C-15 provides distances at which perception of vibration would not occur; however, no finding of significance for vibration-induced annoyance or groundborne noise has been provided. Vibration has the potential to cause annoyance and interference with activities at the surrounding office uses.

COMMENT 11-1

This comment refers to page IV.E.1. The DEIR states that winter, spring, summer, and fall shadows from the existing 16-story 180-foot tall Wilshire Grand Hotel and Centre are primarily cast to the northwest towards the 1000 Wilshire Boulevard office building. The DEIR analysis appears to underestimate these shadow impacts.

DEIR Figures IV.E.1-1 through IV.E.1-12 show aerial views of the shadows cast throughout the year from the existing and proposed buildings; however, they do not show the full extent of those shadows on adjacent buildings. The existing 180-foot tall Wilshire Grand is half the height of the 350-foot tall 1000 Wilshire office building; therefore, as the shadows are cast throughout the day, at least half the office building has access to direct sunlight. 7-28

The L.A. CEQA Thresholds Guide (page A.3-2) states that a project would have a significant impact if it would cast shadow on shade-sensitive land uses for more than three hours between the hours of 9 AM and 3 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9 AM and 5 PM Pacific Daylight Time (PDT) (between early April and late October).

The Wilshire Grand Redevelopment Project would contain a 65-story, 1,250-foot-high Building A, a 45-story 750-foot-high Building B, and a 6-story 168-foot-high podium building. This project would plunge the entire southeast facade of the office building in shade for more than 4

hours in the winter and other portions for even longer. As a result, the identified shadow impact should be revised to significant unavoidable. 7-28 (cont)

OTHER DISCREPANCIES

The DEIR contains several other instances of mislabeled Figures that should be corrected, including:

- Figure IV.B-34. Intersections at Bixel/7th (afternoon peak), Figueroa/7th (morning and afternoon peak) and Harbor Freeway/8th Street southbound ramp should be identified as "Significantly Impacted" on the figure, per the impact finding on page VI-1. 7-29

- Transportation Section IV.B, Table 11. This table shows a negative change in V/C for intersection 41 but does not provide any explanation for the change. 7-30

- Page VI-1 neglects to include intersection 25 (8th Street/Figueroa) as significantly impacted during the morning peak hour. 7-31

COMMENT LETTER NO. 7

Jeffer Mangels Butler & Mitchell
Alex DeGood
1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4038

Response to Comment 7-1

The commenter states their representation of Wilshire Boulevard Property, LLC, which is located at 1000 Wilshire Boulevard. The commenter states the Project is overall a positive development but states that there are concerns related to the tenants of the adjacent (1000 Wilshire Boulevard) property that were not adequately analyzed in the Draft EIR. Specific comments are provided and responded to in the subsequent comments.

Response to Comment 7-2

The commenter states that because ingress and egress to the Project would occur on Francisco Street, more traffic would be generated on that street, adversely affecting the 1000 Wilshire Boulevard property. Appendix L of the Transportation Study for the Wilshire Grand Redevelopment Project (Gibson Transportation Consulting, Inc. April 2010) (the “Transportation Study”) analyzed Project access analysis and determined that the level of queuing associated with access would be within acceptable operating standards, and that sufficient storage capacity is available. The commenter is referred to Appendix IV.B, Appendix L, of the Draft EIR for detailed worksheets and information. Also refer to Response to Comment 7-5, below.

Response to Comment 7-3

The commenter states that the Draft EIR undercounts traffic volumes and by using trip generation adjustments, the Project trip generation was reduced by approximately 40 percent, which the commenter considers a highly aggressive reduction and not appropriate for the Project. The traffic volumes and trip generation rates and adjustments were reviewed and approved by LADOT as noted in their memorandum dated April 20, 2010, and included in Appendix IV.B of the Draft EIR. As noted in Section IV.B, on page IV.B-39 of the DEIR and Page 67, Chapter 4 of the Transportation Study provided in Appendix IV.B of the Draft EIR:

“Various sources were reviewed as part of the transportation impact analysis, including recent studies conducted for the Downtown Los Angeles Cordon Count (City of Los Angeles, May 2002), the Los Angeles Sports and Entertainment District (LASED) Specific Plan (City of Los Angeles, October 2001), the L.A. Entertainment District EIR Traffic Study (The Mobility Group, December 2000), the Alameda District Specific Plan (City of Los Angeles, June 1996), NCHRP Travel Characteristics at Large-Scale Suburban Activity Centers (Transportation Research Board, October 1989), and Trip

Generation Rates for Los Angeles Central Business District (Barton-Aschman Associates, 1989).

Existing public transit ridership in the downtown core is higher than the rest of the Los Angeles metropolitan area and is much higher than what is inherently reflected in the ITE trip generation rates, which are based on free-standing, suburban sites. In consideration of the proximity of the Project to over 85 existing bus lines and three rail lines, the high level of transit usage that is expected to and from the Project Site would result in fewer vehicular trips on the roadway system than would typically be the case elsewhere in the Los Angeles metropolitan area. Data from the Downtown Los Angeles Cordon Count indicates that approximately 28% of all person trips to/from downtown over the 16-hour cordon count (6:00 a.m. to 10:00 p.m.) occur via a public transit mode, with peak hour transit mode splits as high as 34% during the morning peak hour and 32% during the afternoon peak hour. Trip generation rates in the LASED traffic study and the LASED specific plan reflect transit credits of approximately 10% for retail and residential uses and 15% to 20% for hotel and office uses (including shuttle and tour buses). These sources also indicate that ITE trip generation rates for the retail uses could be reduced by 20% to 30% to reflect pass-by trips.

In addition, “Captive Market” trips were estimated for residential-office, residential-retail, and office-retail intersections based on surveys conducted for downtown Los Angeles (Downtown Los Angeles Demographic Survey, Downtown Center Business Improvement District, 2008). For example, considering the proximity of the downtown residents and patrons to the shopping and employment opportunities in the Central Business District area, it is expected that most or all of the residents/patrons would walk or take transit. Similarly, a significant number of patrons to the office, retail, and hotel uses would use high capacity shuttles, carpools, and vanpools.”

Gibson Transportation Consulting, Inc., prepared Table III-1, below, to provide a comparison of the trip credits taken by LASED and Bunker Hill Design for Development Program EIR (Kaku Associates, Inc., August 2005) with the trip credits assumed for the Project. Gibson’s full technical memorandum is available as Appendix B to this Final EIR. As shown in the table, the trip generation credits assumed for the Project are typical of those allowed in downtown Los Angeles, and in some cases, such as the hotel, significantly lower (29 percent compared to the 50 percent for Bunker Hill and 61 percent for LASED). It should also be noted that while the LASED and Bunker Hill projects have good transit linkage, the Project has a much higher transit connectivity with three rail lines located directly across the street at the 7th Street/Metro Center station. Therefore, the Project would be expected to have a higher transit mode-split than both the Bunker Hill and LASED projects.

Table III-1, below, clearly shows that the trip generation credits assumed for the Project are consistent with other approved downtown projects and, considering the Project’s immediate proximity to rail and bus transit service, could have been justified at even higher levels of credit.

**Table III-1
Comparison of Trip Generation Credits**

Land Use	LASED – LA Live (Area A) and Area B [a]	Bunker Hill	Project
Office			
Internal Capture	5%	-	0%
Transit	20%	-	25%
Walk	5%	-	5%
TOTAL	28%	30%	29%
Retail/Restaurant			
Internal Capture	20%	-	20%
Central Business District Adjustment	32%	-	20%
Transit	5%	-	15%
Walk	5%	-	0%
Pass-By [c]	10%	-	0%
TOTAL	56%	55%	46%
Fitness Facility/Spa			
Internal Capture	10%	-	20%
Central Business District Adjustment	0%	-	20%
Transit	5%	-	15%
Walk	5%	-	0%
Pass-By [c]	20%	-	0%
TOTAL	35%	-	46%
Hotel			
Internal Capture	15%	-	0%
Central Business District Adjustment	40%	-	0%
Transit	20%	-	25%
Walk	5%	-	5%
TOTAL	61%	50%	29%
Residential			
Internal Capture	10%	-	0%
Transit	10%	-	25%
Walk	10%	-	5%
TOTAL	27%	30%	29%
<i>Notes:</i>			
<i>[a] Los Angeles Sports and Entertainment District (LASED) Specific Plan, City of Los Angeles, October 2001.</i>			
<i>[b] Bunker Hill Design for Development Program EIR, Kaku Associates, Inc., August 2005.</i>			
<i>[c] Pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. These trips are attracted from traffic passing the site on an adjacent street that offers direct access to a site.</i>			
<i>Source: Gibson Transportation Consulting, Inc., 2010.</i>			

Response to Comment 7-4

The commenter states that because the Project only provides 100 residential uses, it should not be considered a mixed use project and no trip reductions should be used. Mixed-use developments are developments that provide more than one type of land use on a site. Likewise, the Urban Land Institute (Shared Parking, Second Edition, Urban Land Institute and the International Council of Shopping Centers, 2005) talks about mixed-use districts having the same trip generation and shared parking characteristics as mixed-use projects. These mixed-use projects or districts can be any combination of commercial, residential, industrial, office, institutional, or other land uses.

The Project is in fact a mixed-use development located in a mixed-use district that provides a mix of residential, office, hotel, retail, restaurant, fitness facility, and convention space. Located within one block of the Project Site are millions of square feet of office space, retail stores, restaurants, and service commercial shops. This mix of land uses will result in residents, office tenants, and hotel guests of the Project using the retail, restaurant, and fitness facility on-site and in the immediate area. As shown in Tables IV.B-14 and IV.B-25 on Pages IV.B-104 and IV.B-119, respectively, of the DEIR, and Tables 10 and 13 on Pages 88 and 133, respectively, of the Transportation Study, the trip generation estimates have accounted for an internal capture reflecting the mixed-use nature of the Project for only the retail, restaurant, and fitness facility land uses. The trip capture accounted for in the analysis is a total of 10 vehicular trips in the morning peak hour and 32 trips in the afternoon peak hour. In other words, even if the internal capture of trips within the Project was not accounted for, the results of the transportation analysis would not change.

Response to Comment 7-5

The commenter states that even after understated trip generation rates, the Project would increase trips by almost 3,500 trips on Francisco Street during the AM and PM peak hours, which would occur adjacent to the 1000 Wilshire Boulevard property. It is unclear where the 3,500 trips estimate during the morning and afternoon peak hours referenced by the commenter was taken from. This comment is speculative and not an expert opinion. It is assumed that the commenter is referring to the 3,624 net new daily trip generation shown in Table IV.B-14 on Page IV.B-104 of the DEIR and Table 10 on Page 88 of the Transportation Study. This is expected to be the net increase in traffic across a 24-hour period, not just the morning and afternoon peak hours, for the full Project before accounting for trip reductions from the Transportation Demand Management (TDM) program described in Mitigation Measure MM-1 identified in Section IV.B.8 on Page IV.B-59 of the DEIR.

After the implementation of the TDM program, which is a Project requirement by the Los Angeles Department of Transportation (LADOT), the Project is expected to result in a net increase of 1,454 daily trips, including 522 morning and 552 afternoon peak hour trips, as shown in Table IV.B-25 on Page IV.B-119 of the DEIR and Table 13 on Page 133 of the Transportation Study.

As noted in Section IV.B on Page IV.B-49 of the DEIR, the Project would provide valet service off of 7th Street for the hotel land uses. Therefore, with the hotel traffic utilizing the 7th Street access, the

remaining project trips using Francisco Street would have to be even lower than the 522 new morning and 552 new afternoon peak hour trips.

Additionally, as noted in Section IV.B on Page IV.B-49 of the DEIR and Page 185, Chapter 8 of the Transportation Study, Francisco Street would be restriped to a three-lane cross-section with one lane in each direction and a two-way left-turn lane, therefore providing more capacity than the existing two-lane configuration. A detailed analysis has been conducted for Francisco Street and is provided in Appendix L of the Transportation Study. This analysis shows that Francisco Street would operate at acceptable operating levels per LADOT standards with the Project traffic under the new configuration.

In particular, Appendix L includes an analysis of queuing for the turning movements providing access to the 1000 Wilshire building from Francisco Street. Table L-2 shows that the queues for inbound and outbound movements for the Project and the 1000 Wilshire building range from 0 to 3 vehicles. This level of queuing is considered well within acceptable operating levels per LADOT standards. The Project access analysis in Appendix L concluded that this level of queuing is considered well within acceptable operating standards. This level of queuing would not impede through traffic on Francisco Street or negatively affect circulation entering or leaving the 1000 Wilshire building.

As noted in LADOT's traffic assessment letter (Traffic Assessment of the Proposed Wilshire-Grand Redevelopment Project, April 20, 2010), LADOT has determined that the proposed configuration of Francisco Street "is not expected to result in adverse impacts to the access and circulation of other existing uses served by Francisco Street."

Response to Comment 7-6

The commenter states that it does not appear that turning movement volumes at the Project Site off of Francisco Street were adequately addressed and states that there is inadequate space for turning movements and access. As noted above, a detailed queuing analysis has been conducted for Francisco Street and is provided in Appendix L of the Transportation Study. As shown in Table L-2, the queues for inbound and outbound movements for the Project and the 1000 Wilshire building range from 0 to 3 vehicles. This level of queuing is considered well within acceptable operating levels per LADOT standards.

Table L-2 summarizes the 95th percentile queue length (in number of cars) for inbound turning movements from Francisco Street to the Project Site and to the 1000 Wilshire building. The 95th percentile queue length implies that the actual queue in this case would be 3 or fewer vehicles 95 percent of the time.

Response to Comment 7-7

The commenter states that although existing traffic patterns on Wilshire Boulevard may prevent egress from Wilshire Boulevard, the commenter suggests that such egress be analyzed. As mentioned in Appendix L of the Transportation Study, a driveway on Wilshire Boulevard would:

result in a direct access onto a Major Secondary Highway (Wilshire Boulevard) therefore violating standards set forth in Driveway Design Guidelines (LADOT, February 2003). This driveway would also be in violation of the recently-adopted City of Los Angeles' Downtown Design Guide (Los Angeles City Council, April 2009) and Downtown Street Standards (Los Angeles City Council, April 2009), and therefore would likely not be approved by LADOT.

Additionally, any ingress provided on Wilshire Boulevard would be restricted to permit only eastbound right-turns to enter the Project Site. Westbound traffic attempting to enter the Project Site from Wilshire Boulevard mid-block between Francisco Street and Figueroa Street would have to turn across the two eastbound left-turn lanes and two westbound through lanes. Therefore, as shown in Figure 21 on Page 115 of the Transportation Study, the ingress on Wilshire Boulevard would provide relief for only 74 net new trips traveling eastbound during the morning peak hour.

If additional inbound access from Wilshire Boulevard were provided as suggested in the comment, eastbound trips would travel through the intersection instead of turning right at the intersection of Francisco Street & Wilshire Boulevard. Since these trips would still be traversing the intersection, a new ingress on Wilshire Boulevard would not relieve traffic at the intersection of Francisco Street & Wilshire Boulevard. The driveway suggested in the comment would reduce the southbound left turn volumes entering the Project driveway on Francisco Street, but as mentioned above, the Francisco Street driveway is expected to have 3 or fewer vehicles queued in the left-turn lane and thus would not impede traffic flow on Francisco Street.

Response to Comment 7-8

The commenter states that ingress to the Project should also be provided off of 7th Street, where the Project proposes an entrance to the valet area. The commenter states that this would provide relief to Francisco Street and reduce impacts at 1000 Wilshire Boulevard. The commenter requests that the Final EIR provide additional analysis of the feasibility of providing parking garage access from 7th Street. As mentioned in the comment, Project access is already anticipated from 7th Street. The hotel entrance/exit movements will be served on the 7th Street driveway. Similar to other Class A office buildings in downtown Los Angeles, office tenants and visitors would also be given the option of using the valet service at the 7th Street driveway.

The DEIR and the Transportation Study, however, present a conservative analysis in that they assume that all of the office traffic would access the Francisco Street driveway.

With hotel check-in and out, hotel valet activity, and residential and office valet activity taking place in the porte-cochere area in the middle of the block and valet parking ramps to/from the lower parking level at each end of the block, there is very little room to place another driveway along the 7th Street frontage of the Project. Alternate locations for another driveway were investigated and no feasible locations were found. The only places where another driveway may be physically located are at the far east and west ends of the block. However, these locations would not comply with City of Los Angeles design standards for driveway locations (Driveway Design, Manual of Policies and Procedures, City of Los Angeles Department of Transportation, February 2003) relative to the intersections and the possible location at the

east end of the block would interfere with the heavy pedestrian areas of the 7th Street sidewalk near Figueroa Street. No further study is required.

Response to Comment 7-9

The commenter states that construction would generate significant noise levels at the 1000 Wilshire Boulevard property and requests that the Final EIR analyze the noise volume that would occur at the interior of the subject property. Acoustical Engineering Services provided a technical memorandum responding to this comment and others, which is available as Appendix C to this Final EIR. Their analysis is incorporated as follows.

The amount of exterior to interior noise reduction (commonly referred to as the building sound insulations) provided by typical office building construction depends upon various architectural elements including (but not limited to) the type and the quality of shell construction and the area and the orientation of the exposed glass windows relative to the solid wall structures. The difference between the exterior and interior measured sound levels is the resulting noise reduction performance for that building, or commonly referred to as the “outdoor-indoor noise reduction”. Specific information of the sound attenuation provided by the 1000 Wilshire Building is not available. Therefore, a minimum sound level of 35 dBA was used for “outdoor-indoor noise reduction” for the Project construction based on the sound engineering judgment and experience of the Project’s expert noise and vibration consultant, Acoustical Engineering Services (AES). AES used field measurements from other projects, based on construction of the types similar to the buildings represented by locations R0, R1, R2 and R3. For example, high rise buildings constructed of steel/ concrete/ masonry blocks and window wall structural systems provide exterior to interior noise reduction of a minimum of 35 dBA. Table III-2 presents the ranges of interior noise levels that could be experienced at the 1000 Wilshire and at the other adjacent office building locations (based on that minimum level of reduction of 35 dBA) analyzed in the Draft EIR.

**Table III-2
Estimated Construction Phase (Equipment generated) Noise Levels at the Interior of the Adjacent Office Buildings**

Location^a	Distance to Project's Nearest boundary of Construction Site^b (ft)	Estimated Construction Noise Levels (representing all construction phases) at the <u>Exterior</u> of the Adjacent Office Building^c Hourly L_{eq} (dBA)	Estimated Construction Noise Levels (representing all construction phases) at the <u>Interior</u> of the Adjacent Office Buildings^d Hourly L_{eq} (dBA)
R0	12	85 – 94	50 – 59
R1	80	81 – 85	46 – 50
R2	75	82 – 86	47 – 51
R3	85	80 – 85	45 – 50

^a Table IV.C-12A provides the estimated interior construction noise levels at R0, R1, R2, and R3 only, as estimated Project-related construction noise levels at the exterior of the other studied receptors (R4 through R18) would be at or below the existing ambient noise levels.

^b Represents the shortest distance between the receptor and construction area. Estimated based on Google Earth Map.

^c From Draft EIR Table IV.C-12, the range of estimated construction noise levels for various construction phases.

^d Estimated based on an estimated 35 dBA noise reduction provided by typical office building façades. This lower noise reduction value of 35 dBA is used as a conservative analysis.

Source: Acoustical Engineering Services, 2010

However, it must be emphasized that Table III-2, above, and Table IV.C-12 in the Draft EIR present the maximum noise levels from construction equipment operating at a distance closest to the receptor location (i.e., 12 feet between the 1000 Wilshire (R0) and the Project construction boundary).

To the extent that the noise from a specific construction activity would be occurring more than 12 feet (the distance assumed in Table III-2 and Table IV.C-12) from 1000 Wilshire (receptor R0), for example (in other words, away from the western edge of the Project Site), the construction noise levels experienced at 1000 Wilshire would be lower. As explained in the Draft EIR at page IV.C-5, noise from point sources (e.g., construction equipment) attenuate at a rate of 6 dBA per doubling of distance from the point source. Therefore, when construction activities are occurring 24 feet east of 1000 Wilshire, the maximum exterior noise level would be 88 dBA with an estimated interior noise level of 53 dBA (88 dBA minus 35 dBA equals 53 dBA). If the construction activity is occurring 48 feet east of 1000 Wilshire, the maximum exterior noise level would be 82 dBA with an interior noise level of 47 dBA.

Moreover, the upper bound (maximum) of the range of construction noise levels listed in Table III-2 and Table IV.C-12 is expected to occur during the site demolition and excavation (only when construction activities are closest to the Project boundary) and is not expected during all other phases of construction, as construction activities would occur at a farther distance from 1000 Wilshire.

The Project's projected construction noise levels are consistent with the City of Los Angeles' Noise Regulations contained in the Los Angeles Municipal Code, LAMC Chapter XI Section 112.03 "Construction Noise" and LAMC Chapter IV Section 41.40 "Noise due to Construction, Excavation Work - When Prohibited". The only limitations on construction noise the City codes (LAMC Section 41.40) impose in non-residential areas are on the hours of operations. The Project will comply with the

City's requirements during construction and, therefore, will be consistent with the City's Noise Ordinance. As stated in the Draft EIR (Section IV.C, Noise), while construction noise impacts are less than significant, compliance with the recommended mitigation measures would ensure a reduction of construction noise. Mitigation measure 1 (page IV.C-62) would preclude construction noise impacts from occurring during the noise-sensitive nighttime periods, or at any time on Sundays and national holidays, in compliance with the City of Los Angeles Noise Regulation. Noise level reductions attributable to mitigation measures 2 and 3 (page IV.C-62), although not easily quantifiable, would ensure the noise impacts associated with construction activities would be reduced to the extent practicable. However, it is conservatively concluded that the Project's construction noise effects could be cumulatively considerable, even after mitigation.

Response to Comment 7-10

The commenter states that Francisco Street does not have a high level of artificial lighting sources, and disagrees with the Draft EIR's statement that office uses are not considered light sensitive because they are not in use during the evening hours. The City of Los Angeles CEQA Thresholds Guide considers light-sensitive uses to be "residences, including board and care facilities; commercial or institutional uses that require minimal nighttime illumination for proper function, physical comfort, or commerce; and natural areas". The commenter states that tenants at 1000 Wilshire Boulevard would be impacted by the proposed signage because they work during both evening hours and early morning hours. In consideration of the uses adjacent to the building on Francisco Street, "Limited Animation I" (which allows an animated event every two minutes) and "Controlled Refresh I" (which allows image refresh every eight seconds) are not allowed above 150 feet (Levels 3 and 4) on the Francisco Street façade (Sub-District B), which faces the 110 freeway. The commenter is referred to Section II, Project Description of the Draft EIR, and Response to Comment 5-2 for definitions of these animation designations.

These specifications, along with all of the mitigation measures listed in Section IV.E.2, Light and Glare, Artificial Light and Glare (MM-1 through MM-14) would limit impacts on the adjacent structure at 1000 Wilshire Boulevard and its occupants. The Department of City Planning has found that impacts would be less than significant.

Response to Comment 7-11

The commenter states that because of proximity to the freeway, signage would likely target freeway drivers, and requests that a mitigation measure be included that reduces the signage intensity and animation on all building facades that are directly adjacent to and within 100 feet of another building. As discussed in Response to Comment 5-2, the Project is subject to and would be required to comply with the Caltrans Outdoor Advertising Act and Regulations, which limits signage within 660 feet of freeways as well as the Vehicle Code. Also refer to Response to Comment 7-10 with respect to intensity and animation limitations on facades within 100 feet of other buildings.

Response to Comment 7-12

The commenter states that the Land Use Equivalency Program and the Design Flexibility Program do not provide an accurate and stable description of the Project, because each development scenario would have different impacts. The commenter states that in some sections up to five development scenarios are analyzed but they are not analyzed in all sections. In the referenced example, (Table IV.I.1-2 of Section IV.I.1, Public Services, Fire Protection) the scenarios were chosen based on the scenario that would be most impactful based on the impact area in order to evaluate the impacts of the most conservative scenario. In the case of Public Services, the on-site population is the determining factor of how impacts are determined. Because of this, the highest on-site population scenarios were used to evaluate the potential of the Land Use Equivalency Program to result in impacts specifically for Public Services. To provide another example, Section IV.J.1, Utilities, Water Consumption, states that any land use exchange that results in a water demand greater than that of the Project would result in a significant impact and would require further environmental analysis as to water consumption. The commenter's assertion that each section analyzes the Land Use Equivalency Program differently is actually tied to the necessity for each section to analyze the Land Use Equivalency Program based on the greatest possible impact based on the available development scenarios.

The commenter also states that the EIR does not analyze AM Peak Hour impacts. PM Peak Hour rates were used because they would be more impactful than AM Peak Hour rates. Under any circumstance allowed under the Land Use Equivalency Program, PM Peak Hour rates would be greater than AM Peak Hour rates. However, AM Peak Hour rates for the Project are available for review in Section IV.B, Transportation.

The commenter states that the Land Use Equivalency Program cannot eliminate the need for CEQA review of potential land use changes. As discussed in Section II, Project Description, of the Draft EIR, the Project scenarios allowed under the Land Use Equivalency Program are limited to what has been analyzed. Projects such as the Los Angeles Sports and Entertainment District have made use of a similar equivalency program with full compliance under CEQA, as well as the Hollywood Park Redevelopment Project and the Grand Avenue Project.^{3,4}

Response to Comment 7-13

The commenter states that there is no Design Flexibility Program described in the Draft EIR, and therefore not enough information is available. The Design Flexibility Program is provided on page II-23 of Section II, Project Description of the Draft EIR. The commenter states that there is no appendix provided for the Design Flexibility Program like there is for the Land Use Equivalency Program, and implies that the program would be developed in the future. The entirety of the Design Flexibility

³ *City of Inglewood, Hollywood Park Redevelopment Project, Draft Environmental Impact Report and Draft Specific Plan, October 2008.*

⁴ *City of Los Angeles, Grand Avenue Project, Draft Environmental Impact Report, June 2006.*

Program and its parameters are described in Section II, and no further development of the program would occur.

The commenter also states that a number of the Project Design Features (PDFs) rely on the Design Flexibility Program. It is unclear which PDFs the commenter is referring to, as none of the PDFs rely on or mention the Design Flexibility Program. On the contrary, the Project includes PDFs which would be implemented under any design scenario. The commenter states that a Design Flexibility Program should be prepared with enforcement mechanisms and be included either in a recirculated EIR or as a mitigation measure. As stated above, the Design Flexibility Program is included, in full, in the Draft EIR. The Design Flexibility Program contemplates that the Planning Department would verify that any changes to the project are within the parameters before the Project can be modified. There would be no further development of the program. The parameters of the Design Flexibility Program (see page II-23 of the Draft EIR) have also been included as PDFs in Section IV.A.2, Land Use, Physical Land Use, and therefore will be included as part of the Mitigation Monitoring Program (Section V), along with an associated monitoring phase, enforcement agency, and monitoring agency, similar to the mitigation measures.

Response to Comment 7-14

The commenter states that the EIR should avoid mitigation measures that are only required when feasible and should avoid deferred mitigation and mitigation measures limited to monitoring and future studies not tied to performance standards and contingency plans. The commenter also states that the EIR fails to provide information on the timing and enforcement of the mitigation measures. No mitigation measures in the EIR include the word “feasible”, and only three of the project design features (PDFs) in the EIR include the word “feasible”, (PDF-20 under Utilities – Solid Waste, and PDF-3 and PDF-4 under Hydrology and Water Quality – Water Quality) as shown in Section V of this Final EIR (Mitigation Monitoring Program). All PDFs and mitigation measures have an associated monitoring phase, enforcement agency, and monitoring agency. The MMP was not included in the Draft EIR circulated for public review because it is common practice to include the MMP as part of the Final EIR, once the public has had a chance to review the proposed mitigation measures and comment. Furthermore, the public has further opportunity to comment on the Draft and Final EIRs during the public hearing process for the Project.

Response to Comment 7-15

The commenter states that since the PDFs included in the EIR serve as mitigation measures, they should meet the same standards as mitigation measures. The commenter states that it is unclear how many of the PDFs have been incorporated into the Project and how they will be enforced. The PDFs are considered part of the design of the Project, in accordance with CEQA’s goal of avoiding or mitigating the potential adverse impacts of a project through proper and thoughtful design. Therefore, the PDFs are not “changes” to the Project, but are instead part of the Project. To ensure that the PDFs would be incorporated into the Project and enforced, the PDFs have been listed both as part of the description of the Project in Section II, Project Description, at the beginning of each impact section, and at the end of the

section preceding the mitigation measures. Further, the PDFs have been included in Section V, of the Final EIR, Mitigation Monitoring Program, along with an associated monitoring phase, enforcement agency, and monitoring agency, similar to the mitigation measures.

Response to Comment 7-16

The commenter also states that if a PDF results in a future commitment, it should be considered a mitigation measure. However, as stated above, PDFs are considered part of the Project, and just as the Project would be developed in the future, the PDFs would be implemented along with Project development at the appropriate time. The commenter also states that the EIR references design parameters that will be included in the Design Flexibility Program, which the commenter states does not exist. To the contrary, the Design Flexibility Program is found on page II-23, and all of the design parameters are listed there. The parameters of the Design Flexibility Program (see page II-23 of the Draft EIR) have also been included as PDFs in Section IV.A.2, Land Use, Physical Land Use, and therefore will be included as part of the Mitigation Monitoring Program (Section V), along with an associated monitoring phase, enforcement agency, and monitoring agency, similar to the mitigation measures. As such, the Design Flexibility Program is part of the Project.

Response to Comment 7-17

The commenter states, in conclusion, that while the Project would provide a number of benefits, some impacts need to be addressed in greater detail. The commenter states that project design changes should be considered to mitigate some of the impacts that the commenter has raised and should be analyzed in further detail in the Final EIR. The commenter states that a number of deficiencies in the Draft EIR should be addressed. Responses to the commenter's specific comments on the Draft EIR are provided in Responses to Comments 7-2 through 7-31. Commenter does not state any other specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts. However, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 7-18

The commenter states that the Land Use Equivalency Program provided in Appendix II.2 of the Draft EIR is noted "Preliminary Working Draft – Work in Progress" which does not allow for the commenter to evaluate the proposal, as it is subject to change. The designation of "Preliminary Working Draft – Work in Progress" was an editing error and has been corrected (Refer to Section IV, Additions and Corrections). The Land Use Equivalency Program as presented in the Draft EIR and in Appendix II.2 of the Draft EIR is the final document.

Response to Comment 7-19

The commenter states that Figure 1 from Appendix II.2 (Land Use Equivalency Program) is missing. This mistake has been corrected and the Figure is available in Section IV, Additions and Corrections.

Since this figure simply depicts graphically what the Land Use Equivalency Program states in narrative form, the omission of this figure from the Land Use Equivalency Program has not withheld from the public any information regarding the program or prevented the public from commenting upon any aspect or component of the program. Additionally, as discussed above, the Land Use Equivalency Program would not change from what has been presented in the Draft EIR.

Response to Comment 7-20

The commenter states that Mitigation Measure MM-1 on page IV.A.1-61 is not adequate mitigation for a significant signage impact. However, this mitigation measure is included in Section IV.A.1, Land Use, Land Use Plans/Zones, to ensure consistency through review, as the commenter acknowledges, not to mitigate any significant impact due to the signage itself. The Draft EIR concludes that the Project would not have a significant Land Use impact, and the mitigation measure in question is included to provide for review to ensure there would be no new impacts. The Project would have a significant Visual Resources impact related to signage, which is discussed in Section IV.D, not IV.A.1.

Response to Comment 7-21

The commenter states that there are two options for correcting the issue identified in comment 7-20: the Project should either comply with existing signage regulations and eliminate mitigation measures MM-1 or the mitigation measure should include performance standards. As discussed in Response to Comment 7-20, and the mitigation measure in question does not serve to mitigate any significant impact (as no significant impacts related to Land Use Plans or Physical Land Use would occur) and is included to provide for review to ensure there would be no new impacts.

Response to Comment 7-22

The commenter states that Table 29 is missing from “the document” and should be reissued for public review. It is unclear which Table the commenter is referring to; the only Draft EIR section that includes at least 29 tables is Section V, Alternatives. Table V-29 appears on page V.D.4-14 of the Draft EIR. Considering that the commenter refers to issues related to traffic in the following three comments, the table in question is likely Table 29 of the Transportation Study, which is included as Appendix IV.B to the Draft EIR. The Table was missing from the PDF document that went out for public review, and therefore has been included in Section IV, Additions and Corrections. This does not change the content of the Transportation Study or its impact conclusions.

Response to Comment 7-23

The commenter states that in Appendix A, the intersection lane configuration for Intersection 27 is currently under construction and should be included in Year 2020 traffic conditions. It is assumed that the commenter is referring to Appendix B rather than Appendix A of the Transportation Study, Intersection Lane Configurations. The revised CMA calculations have been presented in Table III-3, below. As shown in the table, the new lane configurations do not change the results of the Draft EIR and Transportation Study. The Project does not result in a residual significant impact at Intersection 27

(Francisco Street & James M. Boulevard/SR 110 northbound off-ramp). In fact, the addition of the lanes noted in the comment does not change the capacity calculation and the results of the capacity calculation are identical to those presented in the Draft EIR and the Transportation Study. The traffic appendices related to this change have also been updated, as noted in Section IV. Additions and Corrections.

**Table III-3
Future with Project with Mitigation Conditions (2020)
Intersection Peak Hour Levels of Service (LOS)**

No	Intersection	Peak Hour	Existing		Future without Project		Future with Project, Before Mitigation			
			V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
27 [a]	Francisco Street & James M. Wood Boulevard/SR 110 NB Off-Ramp	AM	0.426	A	0.542	A	0.579	A	0.037	NO
		PM	0.355	A	0.549	A	0.553	A	0.004	NO
29 [a]	Cherry Street & Pico Boulevard	AM	0.506	A	0.584	A	0.584	A	0.000	NO
		PM	0.619	B	0.716	C	0.716	C	0.000	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
Source: Gibson Transportation Consulting, Inc., 2010.

No	Intersection	Peak Hour	Future with Project with TDM Program, Before Mitigation			Future with Project with Mitigation				
			V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
27 [a]	Francisco Street & James M. Wood Boulevard/SR 110 NB Off-Ramp	AM	0.567	A	0.025	NO	0.557	A	0.015	NO
		PM	0.550	A	0.001	NO	0.540	A	-0.009	NO
29 [a]	Cherry Street & Pico Boulevard	AM	0.584	A	0.000	NO	0.574	A	-0.010	NO
		PM	0.716	C	0.000	NO	0.706	C	-0.010	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
Source: Gibson Transportation Consulting, Inc., 2010.

Response to Comment 7-24

The Commenter states that in Appendix A, the intersection lane configuration for Intersection 29 currently provides a northbound single right-turn lane with no shared through/right turn lane and states that the CMA calculations should be revised, also in conjunction with the changed referenced in comment 7-23. It is assumed that the commenter is referring to Appendix B rather than Appendix A of the Transportation Study, Intersection Lane Configurations. The comment above notes a recent change in the intersection lane striping which was implemented after the preparation of the Draft EIR Transportation Study.

The revised CMA calculations have been presented in Table III-3, above. As shown in the table, the new lane configurations do not change the results of the Draft EIR and Transportation Study. Again, the capacity calculations are identical to the results shown in the Draft EIR and the Transportation Study. The Project does not result in a residual significant impact at Intersection 29 (Cherry Street & Pico Boulevard). The traffic appendices related to this change have also been updated, as noted in Section IV. Additions and Corrections.

Response to Comment 7-25

The commenter states that additional analysis regarding queuing of vehicles on Francisco Street should be provided, and states that gate control equipment and corresponding process rates of inbound and outbound traffic should be included. As noted in Appendix L of the Transportation Study (Appendix IV.B of the Draft EIR):

The Project driveway on Francisco Street would be built across from the existing 1000 Wilshire building driveway resulting in a four-legged, two-way stop-controlled intersection. The Project driveway would be constructed with three lanes – one inbound lane, one outbound lane, and a reversible center lane. In the morning peak period, two lanes would serve inbound traffic while two lanes would serve outbound traffic in the afternoon peak period.

As noted in LADOT's assessment letter, the design of the driveways and gate control equipments would be determined at a later date and are subject to LADOT approval:

Consistent with DOT Driveway Design Guidelines and the Downtown Design Guide, the project site plan (illustrated in Attachment 4) proposes driveways on 7th Street (Secondary Highway) and Francisco Street (Local Street), and not along Wilshire Boulevard or on Figueroa Street (two Major Highways). Conceptually, the proposed site plan is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process.

As noted earlier, a detailed queuing analysis has been conducted for Francisco Street and is provided in Appendix L of the Transportation Study (Appendix IV.B of the Draft EIR). Table L-2 summarizes the 95th percentile queue length (in number of cars) for the turning movements providing access to the Project Site and to the 1000 Wilshire building from Francisco Street. The 95th percentile queue length implies that the actual queue experienced would not be higher (exceeded) than those shown in Table L-2 more than 5 percent of the times. The 95th percentile queue is also consistent with standard LADOT procedures.

As shown in Table L-2, the queues for inbound and outbound movements for the Project and the 1000 Wilshire building range from 0 to 3 vehicles. This level of queuing is considered well within acceptable operating standards per LADOT standards.

It is anticipated that the most modern parking gate equipment available will be utilized to control inbound and outbound traffic. Since the garage may not be open for a few years, it is impossible to specify the type of equipment that will be utilized in the final design. Like other modern downtown office and mixed-use buildings, employees with monthly passes will be issued proximity cards that will open the inbound and outbound gates at the flash of the card. Visitors will pull a ticket on the way into the garage and most likely will “pay on foot” before returning to their vehicles. This will allow them to exit the garage by inserting a ticket at the exit gate. The queue buildup associated with paying a variable fee at the cashier booth located at the exit drive would therefore not occur.

Inside the Project garage, a long storage area is available to inbound and outbound Project traffic as a result of the long ramp from Francisco Street level to the first underground parking level. The parking control gates can therefore be placed in a location to minimize Project traffic impacts on Francisco Street traffic flow.

As stated above, the final design and equipment would have to be approved by LADOT based on a queuing study that addresses the very issues included in the comment. It should be noted that LADOT would require a minimum of 40 feet of storage space for queuing between the back of the sidewalk on Francisco Street and the parking gates within the garage (Driveway Design, Manual of Policies and Procedures, City of Los Angeles Department of Transportation, February 2003).

Response to Comment 7-26

The commenter states that although the Draft EIR analyzed the noise impacts of debris drops for debris 2,000 pounds and over, it did not analyze the impact of debris drops of debris less than 2,000 pounds and requests that the EIR provide clarification about frequency of expected debris drops and an estimate of noise levels associated with drops of debris less than 2,000 pounds at the exteriors and interiors of sensitive noise receptors, as well as at the 1000 Wilshire Boulevard property. There are technical challenges and limitations associated with the prediction of the noise levels that would be generated by the impact of infrequent debris drops from a certain height on a grade elevation. These technical challenges include, but are not limited to, the composition and mass density of the object being dropped (concrete slab, concrete and steel, wall board, etc.), the acoustical characteristics of the landing surface (i.e., hard, soft), the mass geometry of the debris piece that impacts the landing area, and how frequently

debris weighing less than 2,000 pounds would be dropped from each story during the demolition phase of construction. Demolition of the existing Wilshire Grand Hotel and Centre is expected to occur over six months. Debris drops of less than 2,000 pounds would not occur continuously, but would occur periodically, and only during the hours of operation allowed under the City's Municipal Code (see Response to Comment 7-9, above). Furthermore, the demolition phase would start by building a pad of demolished debris at the pool area to soften the landing area for debris falling onto the ground floor, which would provide a sound dampening effect at the landing area and lower the impact-generated noise levels. The sound generated by these debris drops would be instantaneous, and the resulting sound levels would depend upon multiple factors as mentioned above.

Based on the available acoustical data and AES's sound engineering experience and understanding, the projected impact noise levels have been calculated from the impact vibration levels (as shown in Table IV. C-14 of the Draft EIR) using vibration engineering conversion units from PPV to VdB and finally to SPL (sound pressure level). Estimated maximum exterior and interior noise levels (L_{max}) from an impact of 2,000 pound debris falling from a height of 192 feet (a sixteen story building) at receptors R0 through R18 are presented in Table III-4, below. As described in Section IV.C of the Draft EIR, the L_{max} level is the maximum instantaneous (short-duration sound) sound level, in this case generated when the debris impact the ground. Construction noise impacts, as specified in the City of Los Angeles CEQA Thresholds guide, by contrast, are analyzed in terms of Leq (average noise levels).

The maximum exterior noise levels from debris drops weighing less than 2,000 pounds as experienced by receptor locations R0 through R18 (which include both non-sensitive and sensitive uses) would be consistent with the maximum noise levels generated during the demolition phase of the Project construction shown in Table IV.C-12 of the Draft EIR. These noise values represent the best estimated levels based on an assumption that the landing surface area is a hard concrete slab, when in fact the Project's construction would actually provide for "softer" impact surface as described above. Therefore, the impact noise levels presented by Table III-4 are considered the worse case noise levels that are higher than those expected to result from the actual landing area. This is consistent with the conclusion of the Draft EIR, which states that construction noise impacts would be less than significant.

Table III-4
Estimated Exterior and Interior Noise Levels (L_{max} (dBA)) from Construction Falling Debris

Location	Approximate Nearest Distance to Project's Falling Debris Drop Points^a (ft)	Estimated Noise from Construction Falling Debris at the <u>Exterior</u> of the Receptor Locations^b L_{max} (dBA)	Estimated Noise from Construction Falling Debris at the <u>Interior</u> of the Building at the Receptor Locations^c L_{max} (dBA)
R0	75	98	63
R1	100	96	61
R2	165	91	56
R3	125	94	59
R4	500	77	52
R5	700	74	49
R6	1,000	61	36
R7	800	73	48
R8	1,300	53	28
R9	1,500	52	27
R10	800	63	38
R11	700	64	39
R12	1,200	54	29
R13	1,700	51	26
R14	5,000	42	17
R15	6,000	40	15
R16	3,800	44	19
R17	450	68	43
R18	2,200	49	24

^a Represents the shortest distance between receptor and construction falling debris drop points. Estimated based on Google Earth Map.
^b Estimated based on the estimated vibration levels generated by the falling debris.
^c Estimated based on estimated 25 and 35 dBA noise reduction provided by typical residential building and office building façades, respectively.
Source: Acoustical Engineering Services, 2010

Response to Comment 7-27

The commenter states that the Draft EIR evaluated potential impact associated with structural damage from construction-related vibration but the Draft EIR did not use the Federal Transit Administration (FTA) human annoyance threshold for vibration. The commenter states that the EIR should evaluate annoyance and activity interference associated with construction-related vibration, including a significance determination using the FTA threshold. The Draft EIR states (pages IV.C-26 and IV.C-27) that the City does not have a significance threshold to assess construction vibration impacts; therefore, the Draft EIR uses Federal Transit Administration (FTA) and Caltrans guidelines for building damage (see Draft EIR, pages IV.C-10 and IV.C-11) to evaluate potential vibration impacts. Although the Draft EIR uses the FTA and the Caltrans guidelines for assessing potential vibration impacts based on human

perception, these criteria were provided for informational purposes only, as they are not significance thresholds under the City of Los Angeles CEQA Thresholds Guide to address the human perception of ground induced vibration. Moreover, actual annoyance levels could not be determined because the actual level of annoyance experienced would vary depending on multiple factors that cannot be quantified, including for example each individual's specific tolerance level. Other factors include activities in which each individual is engaged, the vibration attenuation or amplifications provided by the structure in which the individual is carrying out the activities, the time of day, the level of the existing ambient vibration condition (non construction related) and the like. Therefore, significance conclusions would be too speculative.

For informational purposes, Table IV.C-15 from the Draft EIR, the title of which is being corrected to read "Construction Equipment Vibration Impacts - Human Perception," (see Section IV, Additions and Corrections) is expanded by Table III-5, below, "Estimated Construction Equipment Vibration Impacts – Human Perception," to include the projected vibration levels in VdB (RMS levels) at 12 feet (representing R0), 80 feet (representing R1), and 75 feet (representing R2), and 85 feet (representing R3) from the construction equipment operating (highest vibration generation equipment is used) on the project site. The estimated vibration levels in VdB are those that an individual standing outside at the noted receptor locations during the time when the most vibration producing construction equipment (i.e., a large Bulldozer/ Caisson Drilling from Draft EIR Table IV.C-13) would likely experience. With respect to human perception, the estimated vibration levels due to the construction equipment at the nearest receptor location R0 would be in the distinctly feelable/perceptible category per FTA's (Table IV.C-3 of the Draft EIR) and Caltrans' (Table IV.C-6 of the Draft EIR) guidelines. At receptor locations R1, R2, and R3, the estimated vibration levels from the Project construction equipment would be below the barely feelable/perceptible category per FTA's and Caltrans' guidelines.

Table III-5
Estimated Construction Equipment Vibration Impacts – Human Perception

Construction Equipment (major powered equipment)	Reference Vibration Levels at 25 feet, ^a VdB	Estimated Vibration Levels at distances from Nearest Receptors, VdB				Threshold of Perception, ^b VdB	Distance at which Vibration would be below Threshold of Perception feet
		12 feet (Approx. distance to R0)	80 feet (Approx. distance to R1)	75 feet (Approx. distance to R2)	85 feet (Approx. distance to R3)		
Large Bulldozer	87	97	72	73	71	65	140
Caisson Drilling	87	97	72	73	71	65	140
Loaded Trucks	86	96	71	72	70	65	130
Jackhammer	79	89	64	65	63	65	75
Small Bulldozer	58	68	43	44	42	65	15

^a FTA, *Transit Noise and Vibration Impact Assessment, 2006, Table 12-2*
^b FTA, *Transit Noise and Vibration Impact Assessment, 2006, Section 7.1.2*
Source: FTA, 2006, *Acoustical Engineering Services, 2010*

In addition, for informational purposes, Table III-6, “Estimated Groundborne Vibration due to Construction Debris Falling - Building Damage and Human Perception,” presents projected vibration levels in both PPV and VdB at 75 feet (representing R0), 100 feet (representing R1), 125 feet (representing R3) and 165 feet (representing R3) from the drop location on the Project Site. The vibration levels in VdB are calculated using the estimated PPV levels and a “crest factor” of 4. The crest factor is a ratio between the PPV to the maximum RMS amplitude. According to the FTA, the PPV for construction equipment is typically 1.7 to 6 times greater than the RMS vibration level. Furthermore, the FTA uses a crest factor of 4 for conversion of PPV levels to RMS vibration level. In addition, these vibration levels have been estimated assuming that the landing surface area is a hard concrete slab, when in fact the Project’s construction would actually provide for “softer” impact surface as described above. Therefore, the estimated vibration levels presented by Table III-6 are considered conservative with the maximum vibration levels. It should be noted that these vibration levels are likely experienced by an individual standing outside at the nearest receptor locations from the construction site. With respect to human perception, the estimated vibration levels from a 2,000 pound debris falling at the nearest receptor locations R0, R1, R2 and R3 would be in the distinctly feelable/perceptible category per FTA’s and Caltrans’ guidelines.

Table III-6
Estimated Groundborne Vibration due to Construction Debris Falling – Building Damage and Human Perception

Drop Height ^a feet	Debris Drop Weight, pounds	Estimated Vibration Levels at distances from Drop Impact Point, inch per second (PPV/VdB ^b)			
		75 feet (Approx. distance to R0)	100 feet (Approx. distance to R1)	125 feet (Approx. distance to R3)	165 feet (Approx. distance to R2)
192 ft (16 th Floor)	2,000	0.65 / 104	0.47 / 101	0.37 / 99	0.27 / 97
	1,500	0.56 / 103	0.41 / 100	0.32 / 98	0.24 / 96

	1,000	0.46 / 101	0.33 / 98	0.26 / 96	0.19 / 94
120 ft (10 th Floor)	2,000	0.51 / 102	0.37 / 99	0.29 / 97	0.21 / 94
	1,500	0.44 / 101	0.32 / 98	0.25 / 96	0.19 / 94
	1,000	0.36 / 99	0.26 / 96	0.21 / 94	0.15 / 91
24 ft (2 nd Floor)	2,000	0.23 / 95	0.17 / 93	0.13 / 90	0.10 / 88
	1,500	0.20 / 94	0.14 / 91	0.11 / 89	0.08 / 86
	1,000	0.16 / 92	0.12 / 90	0.09 / 87	0.07 / 85

^a Estimated average of 12 feet high per floor. 16th floor is the highest elevation with 10th floor representing the mid level elevation and the 5th floor is the shortest drop elevation that debris from demolition activities may be dropped.

^b Vibration levels in PPV are from Table IV.C-14 of the Draft EIR. Vibration levels in VdB (RMS levels) are converted based on the estimated PPV values using a crest factor of 4, per FTA procedure for construction equipment (FTA Transit Noise and Vibration Impact Assessment, 2006).

Source: Acoustical Engineering Services, 2010

Response to Comment 7-28

The commenter states that the EIR understates shade and shadow impacts of the Project by not showing the full extent of shadows on adjacent buildings. The commenter states that the Project would result in the southeast façade of the 1000 Wilshire Blvd. building being shaded for more than four hours in the winter and other portions of the building for longer, resulting in a significant impact. However, as shown in Figure IV.E.1-5, only a very small portion of the northeast corner of the 1000 Wilshire Blvd property may be in shadow during both the 9am and 1pm hours during the summer solstice. During the winter solstice, a slightly larger portion of the northeast corner of the 1000 Wilshire Blvd property would be shaded for more than three hours, as shown in Figure IV.E.1-7. However, with the addition of other downtown shadows from existing buildings, as shown in Figure IV.E.1-8, it is shown that the 1000 Wilshire Boulevard building is currently also subject to shading from other downtown highrises. Because the 1000 Wilshire Blvd. building is not considered a shadow-sensitive use, impacts would not be considered significant.

Response to Comment 7-29

The commenter states that Figure IV.B-34 omits three significantly impacted intersections. An older version of the figure was inadvertently used in the Draft EIR. The list of significantly impacted intersections on Page VI-1 is correct. However, Figure 30 on Page 131 of the Transportation Study does identify the above intersections as significantly impacted. The updated figure is included in Section IV, Additions and Corrections.

Response to Comment 7-30

The commenter states that Table 11 of the Transportation Section shows a negative change in V/C for intersection 41 but does not explain the change. It is assumed that the commenter is referring to Table IV.B-26 on Page 122 of the Draft EIR since Table IV.B-11 summarizes the freeway segment peak hour analysis. As noted under Mitigation Measure MM-2 identified in Section IV.B.8 on Page IV.B-60 of the Draft EIR, the Project would fund the upgrade of signal controllers at 15 intersections, the installation of

Closed Circuit Television (CCTV) cameras at four locations, and the installation of system loops at the intersection of Lucas Avenue & Wilshire Boulevard. As noted on Page 107, Chapter 5 of the Transportation Study, LADOT has determined that these Transportation Systems Management (TSM) improvements would increase the intersection capacity along eight corridors within the Project study area. As approved by LADOT, a one percent (1%) increase (0.01 improvement in V/C ratio) in intersection capacity has been accounted for intersections along these corridors, which include Lucas Avenue between 6th Street and 7th Street. Therefore, a mitigation credit of 0.01 in V/C ratio was included at the intersection of Lucas Avenue & 6th Street (intersection 41) and this mitigation credit accounts for the negative change (i.e., improvement) in the V/C ratio.

Response to Comment 7-31

The commenter states that page VI-1 of the EIR fails to include intersection 25 as significantly impacted during the morning peak hour. As mentioned above, an older version of Figure IV.B-34 was inadvertently used in the Draft EIR. Figure 30 on page 131 of the Transportation Study correctly identifies the significantly impacted intersections on page VI-1 of the DEIR. As shown in Table IV.B-26 on page IV.B-122 of the Draft EIR, the Project does not result in a significant and unavoidable impact at the intersection of Figueroa Street & 8th Street (intersection 25). Therefore, the list of significantly impacted intersections on Page VI-1 is correct.

From: Mariana Salazar [Mariana.Salazar@lacity.org]
Sent: Wednesday, August 11, 2010 9:16 AM
To: Alix Wisner
Subject: Fwd: Reference: ENV-2009-1577-EIR-GB

>>> Rich Alossi <alossix@gmail.com> 8/5/2010 11:42 AM >>>
Ms. Salazar,

I'd like to submit my comment for the Wilshire Grand project Draft EIR (ENV-2009-1577-EIR-GB), as a resident of the Downtown Financial District, one block from the proposed project. My address is 612 South Flower Street, #426, Los Angeles CA 90017.

Regarding signage, I fully support the use of controlled-brightness LED billboards *on the ground and second floors only* of the proposed Wilshire Grand replacement towers, if the brightness is limited so as not to cause undue glare at night. I have faith that the Planning Department has guidelines on what brightness level is considered appropriate.

However, I do not support the use of digital ads and/or integrated digital "facade" ads on the side of the building above the ground floor, nor on the crown of the building.

Please note, it is especially important to me that this building not be allowed to integrate ads into the crown of the building, which I wish to see lighted in a more traditional way such as the crown of the US Bank Tower.

Digital ads on the crown of the building will create undue hazards for drivers on the freeway and undue glare in the evenings that affects residents nearby.

Thank you so much for your time.

--
Rich Alossi, RPR, CSR
CSR No. 13497
(213) 235-7968 phone
(213) 254-0566 fax

8-1

COMMENT LETTER NO. 8

Rich Alossi

Response to Comment 8-1

The commenter states support for the use of controlled brightness signage on the ground and second floors only of the Project if the brightness is limited and does not cause undue glare. The commenter does not support use of digital advertising above the ground floor or on the building crowns. The commenter states that digital advertising on the crown of the buildings would create glare that would affect residents. The Project would be subject to 14 mitigation measures limiting lighting and luminescence in several ways, including testing at light sensitive locations upon Project operation, wattage draw limitations, dimming function on all displays, and brightness restrictions. After implementation of all mitigation measures, impacts would be less than significant. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The commenter states that digital advertising on the crown of the buildings would create undue hazards for drivers on the freeway. The Project would comply with the Caltrans Outdoor Advertising Act and Regulations, which is intended to minimize driver distraction and impacts of advertising on traffic. The commenter is referred to Response to Comment 5-2. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Brigham Yen [brighamyen@gmail.com]
Sent: Thursday, August 05, 2010 1:14 PM
To: Mariana.Salazar@lacity.org
Subject: Hanjin/TPG Wilshire Grand Tower Proposal

Reference: ENV-2009-1577-EIR-GB

Dear Mariana,

I am a resident of Los Angeles and fully support the approval of these proposed towers 65 and 45 stories.

The fact that the tower is across the street from a fully functioning subway station (with future connections to the Expo Line and Downtown Connector lines), I believe it is imperative to fully utilize the space we have in Downtown LA and to create a much more dense built environment to create the vibrancy to encourage future economic developments.

I hope the LA Planning Dept will expedite the approval of this project and that ground breaking will commence as soon as the economic forces allow

Best regards,

Brigham Yen

9-1

COMMENT LETTER NO. 9

Bringham Yen

Response to Comment 9-1

The commenter states support for the Project. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Ana Maria Munoz [anamaria.munoz@hotmail.com]
Sent: Friday, August 06, 2010 10:07 AM
To: mariana.salazar@lacity.org
Subject: Wilshire Grand project - "Sign District" Opposal

Dear. Ms. Salazar,

I've just finished reading about the proposed digital signs for the new financial district towers via Curbed LA.

As a native Angelino and now Downtown resident, I am very concerned about this potential "Sign District". The non-digital tower renderings look beautiful and will add more prominence to the LA Skyline as a world class destination. On the other hand, the digital signs that could house commercial messages would be the biggest eyesore and mistake in Los Angeles.

Ask Downtown residents (or LA in general) what they think of LA Live and most of them will comment that it's too commercial and that it primarily suits tourist and big events. People that live and work here don't need that type of buzz and chaos obstructing their city views...especially in the financial district that has its own defining character already.

10-1

I'm all for new designs and appreciate architecture (that's why I live downtown) but using large building facades as sign and advertising spaces is obstructive, unsightly, and tasteless. Do we really want to set a precedence for these types of projects?

And how do you suppose this will further affect traffic on the adjacent freeways and surface streets? I'm curious to learn if the bright lights of LA Live had any affect since there's so much to distract the driver from the road between their large advertorial billboards and digital event announcements

10-2

Please don't clutter the LA skyline with unnecessary commercial graphics.

Thank you for considering public comments.

Sincerely,

Ana Maria Munoz

COMMENT LETTER NO. 10

Ana Maria Munoz

Response to Comment 10-1

The commenter states concern about the proposed sign district. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 10-2

The commenter asks how the proposed signage would affect traffic and whether the signage at LA Live has affected drivers. Regarding signage affects on traffic, the commenter is referred to Response to Comment 5-2. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Carter Rubin [carter.rubin@gmail.com]
Sent: Friday, August 06, 2010 9:44 AM
To: Mariana.Salazar@lacity.org
Subject: Do NOT Approve Wilshire Grand Electronic Billboard

Dear Mariana,

Already, electronic billboards have wreaked havoc on my community. Please stop this project. It will only redefine our cityscape to an increasingly blighted norm.

11-1

Sincerely,
Carter Rubin

--
Carter Rubin
carrubin@gmail.com
US: 310.200.1088

COMMENT LETTER NO. 11

Carter Rubin

Response to Comment 11-1

The commenter states opposition to the Project and emphasizes opposition to electronic signage. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: david@davidsyner.com
Sent: Friday, August 06, 2010 7:50 AM
To: Mariana.Salazar@lacity.org
Cc: bill@theloftexpertgroup.com

Mariana Salazar
Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012
(213) 978-6566 (fax)
Mariana.Salazar@lacity.org

Reference: ENV-2009-1577-EIR-GB

Mariana,
Please encourage your committee to allow this. LA needs to continue to fast track itself into this next century and by using Innovative idea like this:

...proposed AC Martin-designed Wilshire Grand project are asking for the creation of a new sign district in the Financial District, one that would ultimately allow them to swath large parts of their two towers in LA Live-like electronic advertising...
http://la.curbed.com/archives/2010/08/wilshire_grand_hotel_project_may_really_up_the_sign_ante.php

12-1

Downtown Los Angeles is this vast waste land that is itching to play on the world stage. As a very recent resident of Downtown. It's sadden me how recent vist, San Fran, Boston, NYC, Hong Kong, Syndey, Toyto made us look like a of decaying and crumbling urban city. I wanted to be apart of was i'm hoping would be a City Again. But our downtown leaders need to have vision.

thanks
David Syner

COMMENT LETTER NO. 12

David Syner

Response to Comment 12-1

The commenter states support for the Project. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Dan Silver [dsilverla@me.com]
Sent: Sunday, August 08, 2010 5:12 PM
To: Mariana.Salazar@lacity.org
Subject: ENV-2009-1577-EIR

Mariana Salazar, City Planning Associate

LosAngeles City Planning Department

200 N. Spring Street, Room 620

Los Angeles, CA 90012

RE: ENV-2009-1577-EIR

Dear Ms. Salazar

The giant electronic signage proposed for the Wilshire Grand project would have severe unmitigated aesthetic impacts on the surrounding area, the cityscape, and views from streets and freeways. It would destroy the quality of the public space. This appalling proposal demonstrates the sordid depths of planning practice to which we are subjected. There is only one structure well suited for such depraved advertising and blight, and that is City Hall itself.

13-1

Sincerely,

Dan Silver
1422 N Sweetzer Ave #401
Los Angeles, CA 90069

COMMENT LETTER NO. 13

Dan Silver

Response to Comment 13-1

The commenter states the proposed signage would have unmitigated aesthetics impacts and states opposition to the Project. Section IV.D, Visual Resources concludes that the Project would have significant unavoidable visual impacts related to signage. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Tabasco Jack Pepper [tabascojackpepper@yahoo.com]
Sent: Monday, August 09, 2010 10:43 AM
To: Mariana.Salazar@lacity.org
Subject: Wilshire Grand Tax Breaks

I am writing in response to a story in the LADTLA news:

<http://www.ladowntownnews.com/articles/2010/08/06/news/doc4c58a445ba9c5257016709.txt#blogcomments>

While I don't disagree with the idea of tax breaks for community improvement projects, tax breaks that last the feasible life of the project essentially mean the city never gets to collect the TOT tax. With most hotels needing major renovations long before 25 years, it seems quite possible that Los Angeles will never see TOT tax collected from the projects at LA Live -- and so long a timeframe granted to these developers seems a bit more pandering to developers than I am comfortable with. City officials need to balance the needs of funding services (collecting taxes) with the needs of developers, but this arrangement smacks of being in someone's back pocket.

14-1

I am not opposed to giving the Wilshire Grand developers an extension form TOT tax collection for a period of time while the development is establishing itself as a desired, viable hospitality option, **but NOT for 25 years**. Dangerous precedent the city officials set with that one. And one that causes me to question their motives, quite honestly. A more appropriate exemption would have been in the 5-7 year range, and no longer.

RE Developers should not be encouraged to rake in additional profits at the expense of taxpayers! And just because city official CAN, doesn't mean they always SHOULD!

Neva Chevalier
DTLA Resident

=====

=====

That's how this Chi rolls !

COMMENT LETTER NO. 14

Neva Chevalier

Response to Comment 14-1

Commenter states concern and preferences with regard to the proposed Transient Occupancy Tax (TOT) subvention proposed for the Project. Because the TOT proposal is economic in nature and does not have an environmental impact, the Draft EIR does not address it. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Jin Mitchem [jinmitchem@gmail.com]
Sent: Tuesday, August 10, 2010 1:13 AM
To: Mariana.Salazar@lacity.org
Subject: Wilshire Grand Project

Dear Mariana,

Just shortly, I wanted to voice my opinion on the Wilshire Grand Project. The proposals to light up the buildings with massive projections will disturb the character of the financial district, as well as create a major eyesore on people viewing the skyline. If the huge advertisements are taken out of the project than I am in full support, even if it means giving them tax breaks. Thank you for taking the time to hear my opinion.

15-1

Jin

COMMENT LETTER NO. 15

Jin Mitchem

Response to Comment 15-1

The commenter states concern about the proposed sign district but support for the Project without the signage proposal. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Mariana Salazar [mariana.salazar@lacity.org]

Sent: Tuesday, August 17, 2010 4:59 PM

Subject: Fwd: Billboards will be banned, don't approve new ones.

----- Forwarded message -----

From: **Francis X. Gentile** <spylab@netzero.com>

Date: Mon, Aug 16, 2010 at 8:23 PM

Subject: Billboards will be banned, don't approve new ones.

To: Mariana.Salazar@lacity.org

Mariana,

Burbank, Whittier, Santa Monica, don't have billboards and they are nice looking cities.

Our city is a dump, we don't need an enviromental report. Look out the window.

Take a stand.

Thank You,

Francis X. Gentile
Francis X. Gentile Construction
122 Fremont Place
Los Angeles CA 90005

16-1

COMMENT LETTER NO. 16

Francis X. Gentile

Response to Comment 16-1

The commenter states a general opposition to billboards in the City of Los Angeles. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

----- Forwarded message -----

From: Mariana Salazar <mariana.salazar@lacity.org>
To: Alix Wisner <awisner@tpgre.com>
Date: Tue, 17 Aug 2010 19:58:45 -0400
Subject: Fwd: Reject Wilshire Grand Signage Request Reference Case No: ENV-2009-1577-EIR

----- Forwarded message -----

From: **Stuart Magruder** <smagruder@studionovaa.com>
Date: Mon, Aug 16, 2010 at 10:39 PM
Subject: Reject Wilshire Grand Signage Request Reference Case No: ENV-2009-1577-EIR
To: Mariana.Salazar@lacity.org

Mariana -

I urge you to reject the signage proposed as a part of the Wilshire Grand development.

The City of Los Angeles has made great strides of late to control the visual terrain of our public space. Approval of this project as submitted would mark a tremendous step back from the goal of creating a livable, dense city. Light pollution of this type is incredibly detrimental to a sense of place not to mention how detrimental to those who live near by - a much larger area than indicated in the EIR as this is a large project.

Please put me down on record as opposed to the project as designed. Thank you for your consideration.

Sincerly -
Stuart Magruder, AIA, LEED
Studio Nova A Architects, Inc.
4337 West 59th Street
Los Angeles, CA 90043
323 292-0909
smagruder@studionovaa.com
www.studionovaa.com

17-1

COMMENT LETTER NO. 17

Stuart Magruder

Response to Comment 17-1

Commenter states opposition to the Project's proposed signage and concern that the Draft EIR should have analyzed a much larger area with regards to signage impacts. The Draft EIR includes analysis of the impacts of the signage programs over a geographic area that was deemed to be affected by the signage taking into account various factors, including the size of the Project. Commenter is referred to Sections IV.D and IV.E.2. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Mariana Salazar [mariana.salazar@lacity.org]

Sent: Tuesday, August 17, 2010 5:01 PM

Subject: Fwd: No more large electronic signs!! No more Supergraphics!!

----- Forwarded message -----

From: **Marc Smith** <marcsmith1@ca.rr.com>

Date: Mon, Aug 16, 2010 at 8:19 PM

Subject: No more large electronic signs!! No more Supergraphics!!

To: mariana.salazar@lacity.org

Ms. Salazar,

I am a resident of West Los Angeles which has been overwhelmed with supergraphic signs and electronic billboards. Not only do these signs look terrible, taking away the normal sense of community-they also are a distraction to drivers.

Please do not allow this kind of signage at the new LA Grand project.

My neighborhood group successfully stopped this kind of signage at a project near where we live and I know they would be very angry if the big money going into downtown allowed them exceptions from what is not allowed in other parts of the city!

Thanks for your time. Please be aware that profit is not everything. Sometimes other factors are more compelling than the short-term needs of developers.

Marc Smith
1240 S. Corning St #303
Los Angeles CA 90035

18-1

COMMENT LETTER NO. 18

Marc Smith

Response to Comment 18-1

The commenter states opposition to the proposed signage program. The commenter states that electronic signs and billboards may distract drivers. The Project would be required to comply with the Caltrans Outdoor Advertising Act and Regulations, which aims to minimize driver distraction and impacts of advertising on traffic. The commenter is referred to Response to Comment 5-2. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Mariana Salazar [mariana.salazar@lacity.org]
Sent: Tuesday, August 17, 2010 4:57 PM

Subject: Fwd: Wilshire Grand Project - Case No: ENV-2009-1577-EIR

----- Forwarded message -----

From: Jill Stapley <jillstapley@yahoo.com>
Date: Tue, Aug 17, 2010 at 10:43 AM
Subject: Wilshire Grand Project - Case No: ENV-2009-1577-EIR
To: Mariana.Salazar@lacity.org

Dear Ms. Salazar,

I'm writing in regards to the proposed Wilshire Grand project downtown and its 400,000 square feet of electronic advertising signage. The draft Environmental Impact Report (DEIR) for this project falls far short of adequately addressing the negative impacts of this signage in terms of light pollution, traffic safety, and energy use.

19-1

I believe that this signage is far in excess of what is needed for the buildings.

The height of the buildings and the size and amount of billboards means that many surrounding areas would be afflicted with bright, intense lighting showing new ads every eight seconds. That would mean that the light levels would be constantly changing, creating a flickering effect in nearby residences. The proposal to regulate the light level from the signs would do little or nothing to mitigate these effects.

19-2

Also, the bright, rapidly changing electronic signs would be clearly visible from the 110 freeway less than a block away, and will be a dangerous distraction for drivers on one of the most heavily-traveled sections of that freeway.

19-3

I am most concerned that this project will potentially consume a huge amount of energy. Operating at the limit set by state law for outdoor lighting, until 2 a.m. in the morning, or approximately 20 hours a day, the signage would have the same carbon footprint of 3,500 average single-family homes. This energy use to sell advertising for products and services to a captive audience is completely unacceptable and very contrary to recent city and state efforts to reduce dependence on fossil fuels and combat climate change.

19-4

Finally, adding more and more artificial outdoor light is creating an "end of night" scenario that has been shown in studies to have adverse physical and mental effects on both humans and animals. We can hardly see the stars anymore as it is. And our windows are constantly filled with incoming light at night. We can't leave a window open at night to get the breeze when we've got to cover it up to keep out the light.

19-5

The Draft Environmental Impact report does not address any of these issues in a way that will protect the city's environment from adverse affects and we urge the City Planning Department to recommend that it be rejected.

19-6

Thank you for your time.

Jill Tolle, a concerned Los Angeles resident

COMMENT LETTER NO. 19

Jill Tolle

Response to Comment 19-1

The commenter states opposition to the proposed signage. The commenter states the Draft EIR fails to address negative impacts related to signage with respect to light pollution, traffic safety, and energy use. Regarding light pollution, commenter is referred to Response to Comment 6-21. Regarding traffic safety, commenter is referred to Response to Comment 5-2. Regarding energy use, the commenter is referred to Response to Comment 6-20. In addition, Section IV.J, Utilities calculates the estimated electricity demand of the Project, including the signage component, and concludes that impacts would be less than significant based on LADWP's ability to serve the Project.

Response to Comment 19-2

The commenter states the proposed signage would create bright flickering light at nearby residences and states that the proposed regulations do nothing to mitigate these effects. In addition to complying with the LAMC, the Project would be subject to 14 mitigation measures limiting lighting and luminescence in several ways, including testing at light sensitive sites upon Project operation, wattage draw limitations, dimming function on all displays, and brightness restrictions. Therefore, the Project does not rely only on the LAMC to mitigate potential impacts, and after implementation of all mitigation measures, impacts on light-sensitive uses would be less than significant.

The proposed signage would utilize light emitting diode (LED) lighting, which does not flicker like fluorescent lights. Flickering of a light source is typically caused by a faulty power source or faulty driver. Proper initial engineering and maintenance will prevent the light source from flickering. The commenter is also referred to Response to Comment 5-3.

Response to Comment 19-3

The commenter states that bright, rapidly changing signage would be visible from the freeway and would create a dangerous distraction for drivers. The commenter is referred to Response to Comment 5-2.

Response to Comment 19-4

The commenter states the Project will have the carbon footprint of 3,500 average households and states this amount of energy use is unacceptable. The commenter is referred to Responses to Comments 5-6 and 6-20.

Response to Comment 19-5

The commenter states that artificial outdoor light has adverse physical and mental effects. Although the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in

identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts, commenter is referred to Response to Comment 6-21. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 19-6

The commenter states general opposition to the Project. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

131

JAN BOOK, Attorney at Law

333 Washington Blvd., #415
Marina del Rey, CA 90292

TEL (310) 578-7508

FAX (310) 578-1148
Jan@JanBook.com

August 17, 2010

Mariana Salazar, City Planning Associate
Los Angeles City Planning Department
200 N. Spring Street, Room 620
Los Angeles, CA 90012

forward to:
213/978-6566

Reference Case No: ENV-2009-1577-EIR

Dear Ms. Salazar:

"Bladerunner" is one of my favorite movies. However, I would not want to live in this futuristic version of LA where every building is covered with electronic advertising signage, and the attack on both your eyes and ears are so intense that you want to flee the planet if you could (and many did).

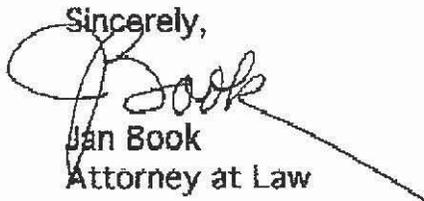
Please do not turn our downtown LA into a battlefield of advertising super graphics so distracting that it is either hypnotizing or just plain annoying. And the constant changing of light and dark images creates a "flashing light" sensation that would interfere with the quiet enjoyment of visiting guests to the hotels and residents in nearby apartments or condos.

In addition, to subject the neighborhood to this constant barrage of "visual noise" from 6 A.M. until 2 A.M. would be torture to anyone living or working in the area. In fact, the neighborhood would have no "night time" experience at all which would have an adverse impact on the physical and mental health of both humans and animals.

Finally, to allow such signage to distract the drivers on the 101 Freeway is just plain dangerous and unwise; it is an accident ready to happen. I currently experience visual distraction on the electronic billboards in my neighborhood. I can only imagine a similar impact on the busy 101 Freeway in downtown LA.

20-1

Sincerely,


Jan Book
Attorney at Law

COMMENT LETTER NO. 20

Jan Book

Response to Comment 20-1

The commenter states opposition to the proposed signage and states the signage would create flashing light and would adversely affect people residing or working in the area. The commenter objects to the proposed hours of the signage and states that signage would have adverse physical and mental effects. Although the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts, commenter is referred to Responses to Comments 5-3, and 6-21. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The commenter also states the signage would distract drivers on the 101 freeway. Although the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts, commenter is referred to Response to Comment 5-2. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Mariana Salazar [mariana.salazar@lacity.org]
Sent: Tuesday, August 17, 2010 4:57 PM

Subject: Fwd: Wilshire Grand Billboard Ordinance Discussion

----- Forwarded message -----

From: melissa casey <molasses76@hotmail.com>
Date: Tue, Aug 17, 2010 at 9:51 AM
Subject: Wilshire Grand Billboard Ordinance Discussion
To: mariana.salazar@lacity.org

Please register that I am uniformly opposed to increasing the scope of electronic billboards in the City of Los Angeles.

I do not care if a 'zone' is created for such billboards or not. The deleterious health effects on migratory animals and the disruption of human sleep cycles due to night light is undisputed. To add more light to our urban night skies is to degrade our health and wellbeing. Please read from the International Dark Skies Initiative. I have had conversations with Nancy Clanton, co-author of Title 24 and founding member of IDS, about studies which point to increases in breast cancer among women who are deprived of their melatonin/serotonin due to excessive night light.

This does not take into account the amount of power required to have electronic signage on 24/7. What sense does it make to put the interest of advertising companies over our health and energy policy? Especially when advertising does not provide a common good. It does the opposite.

Thank you for your attention.

I will keep a close eye on what happens with this zoning.

Regards,

Melissa Casey

Help Restore Democracy to California:
<http://www.CAMajorityRule.com>

21-1

COMMENT LETTER NO. 21

Melissa Casey

Response to Comment 21-1

The commenter states opposition to increasing signage in the City of Los Angeles. Commenter states the signage would have negative health effects and would disturb human sleep cycles due to night lighting. Although the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts, the commenter is referred to Response to Comment 6-21. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The commenter also states the signage would have negative health effects on migratory animals. Commenter is referred to pages III-6 and IV-10 of the Initial Study, which is Appendix I.1 of the EIR, which states “There are no wildlife corridors or other sensitive habitat areas the Project would not interfere with the movement of any resident or migratory fish or wildlife species”. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The commenter states concern over the Project’s energy use. Although the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts, in regards to energy use, commenter is referred to Responses to Comments 5-6 and 6-20. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Mariana Salazar [mariana.salazar@lacity.org]

Sent: Tuesday, August 17, 2010 4:58 PM

Subject: Fwd: Wilshire Grand signage is terrible idea

----- Forwarded message -----

From: Joe Gallagher <joegallag2@sbcglobal.net>

Date: Tue, Aug 17, 2010 at 9:07 AM

Subject: Wilshire Grand signage is terrible idea

To: Mariana.Salazar@lacity.org

Greetings,

The city has no right to subject motorists to such visual pollution. Don't cheapen Los Angeles, and don't compromise them to give them half what they want - that's why they are asking for the moon to start their negotiating.

And by the way, how much will you be offering as incentives and tax breaks to the Biltmore and the Bonaventure? They built their buildings with style - and now you are rewarding their ugly competition!

22-1

Sincerely,

Joe Gallagher

1404 N. Gardner St. #3

Los Angeles, CA 90046

joegallag2@sbcglobal.net

323.874.4577

COMMENT LETTER NO. 22

Joe Gallagher

Response to Comment 22-1

The commenter states opposition to the Project and the proposed signage. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Mariana Salazar [mariana.salazar@lacity.org]
Sent: Tuesday, August 17, 2010 4:58 PM

Subject: Fwd: Wilshire Grand Project -- Proposed Signage

----- Forwarded message -----

From: Colleen Hanlon <chanlon@rpdcatalyst.com>
Date: Tue, Aug 17, 2010 at 6:17 AM
Subject: Wilshire Grand Project -- Proposed Signage
To: Mariana.Salazar@lacity.org

Dear Ms. Salazar,

I am writing to request that you resist the temptation to authorize anything like the signage planned for this project. While the developers like to wring every possible nickel out of a proposed project, remember that this is a city you are planning. This type of signage is inappropriate for a place in which people live and work – and isn't that what planners have been trying to create in downtown for decades? We only need one LA Live type entertainment district with Time Square lighting. After all, Time Square would not be special if it's lights and signage levels were duplicated all over New York City. And neither will be LA Live. All it would do is ruin the livability of another big swatch of downtown, which is the opposite of what the long-term goals for revitalizing downtown have always been.

23-1

Resist the temptation to maximize developer profits in exchange for a building. The building must work on its own for the city or it should not be approved at all.

Respectfully,

Colleen M. Hanlon

COLLEEN M. HANLON
General Counsel
RPD Catalyst, LLC
1901 Avenue of the Stars
Suite 820
Los Angeles, California 90067

8/17/2010

COMMENT LETTER NO. 23

Colleen M. Hanlon

Response to Comment 23-1

The commenter states opposition to the proposed signage. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

----- Forwarded message -----

From: **Davrñ Nlausã** <davenlausa@yahoo.com>

Date: Tue, Aug 17, 2010 at 10:46 PM

Subject: Wilshire Grand Project Signage

To: Mariana.Salazar@lacity.org

Please reject all signage for this. The city has so much--way too much--and every bit of signage that goes away, particularly electronic signage, makes the city that much nicer to look at. Any electronic signage will destroy the view of the skyline.

I live near and commute by the Art Deco warehouse at Highland and Santa Monica, and it thrills me to drive by it every time since those awful awful supergraphics came down.

Please do whatever you can to help the elimination of signage in the city and certainly don't make it worse by permitting additional signage.

-David Rosen
310-709-1673
davenlausa@yahoo.com

24-1

COMMENT LETTER NO. 24

David Rosen

Response to Comment 24-1

The commenter states opposition to the proposed signage. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Mariana Salazar [mariana.salazar@lacity.org]
Sent: Tuesday, August 17, 2010 4:56 PM

Subject: Fwd: Wilshire Grand electronic advertising

----- Forwarded message -----
From: **rev erto** <revertto@yahoo.com>
Date: Tue, Aug 17, 2010 at 10:48 AM
Subject: Wilshire Grand electronic advertising
To: Mariana.Salazar@lacity.org

Dear Ms. Salazar,

Regarding the Wilshire Grand project's proposed 400,000 square feet of electronic advertising signage, please heed my call to reject the Draft Environmental Impact report.

The light pollution and distraction from the L.A. Live electronic billboard that faces the 110 is egregious, and the planned signage for Wilshire Grand would be far worse. Please restrict the use of these signs due to pollution and safety concerns.

Sincerely,

Ryan Vincent

25-1

COMMENT LETTER NO. 25

Ryan Vincent

Response to Comment 25-1

The commenter states opposition to the proposed signage due to pollution and safety concerns and asks that the EIR be rejected. The EIR analyzes topics related to all aspects of the Project, including signage, and does not only analyze impacts that are determined to be significant. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Mariana Salazar [mailto:mariana.salazar@lacity.org]

Sent: Wednesday, August 18, 2010 7:57 AM

Subject: Fwd: billboard signage is excessive

Mariana Salazar
Department of City Planning
mariana.salazar@lacity.org
(213) 978-1882

----- Forwarded message -----

From: **Vince** <ag644@yahoo.com>
Date: Tue, Aug 17, 2010 at 5:46 PM
Subject: billboard signage is excessive
To: Mariana.Salazar@lacity.org

Ms Salazar,

I'm writing to add my official comment to the EIR for Case No:
ENV-2009-1577-EIR.

As someone who spends lots of time downtown, and even more time driving the freeways past downtown, I am adamantly against approving the sort of lighted signage that is proposed for this project. I don't see the need for the kind of illumination that will adversely affect neighboring buildings, and also create an eyesore and safety hazard for passing motorists who are the sign's main targets.

Moreover, this strikes me as yet another attempt to move toward the garish spectacle of wall to wall signage that was depicted in Bladerunner. In case anyone reviewing this report hasn't seen that movie or read the book on which it was based, it was meant to show us a nightmare future--which is exactly what we'll have if the developers of this project are successful in adding the lighted display signage that they propose.

I urge the planning committee to put a stop to this abuse of our public vista before it's too late to do anything about it.

Thank you,

Vince Waldron
1570 Glen Aylsa Avenue
Los Angeles, CA 90041

26-1

COMMENT LETTER NO. 26

Vince Waldron

Response to Comment 26-1

The commenter states opposition to the proposed signage and the impact of the illumination on neighboring buildings. The commenter also expresses concern that the illumination of the signage would be a safety hazard for passing motorists. Although the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts, the commenter is referred to Response to Comment 5-2 regarding hazards to motorists. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

From: Mariana Salazar [mariana.salazar@lacity.org]
Sent: Wednesday, August 18, 2010 5:19 PM

Subject: Fwd: No Wilshire Grand advertisement

Mariana Salazar
Department of City Planning
mariana.salazar@lacity.org
(213) 978-1882

----- Forwarded message -----
From: **Rachel Young** <reuyoung@gmail.com>
Date: Wed, Aug 18, 2010 at 4:47 PM
Subject: No Wilshire Grand advertisement
To: Mariana.Salazar@lacity.org

Please don't make LA any uglier than it already is with excessive and insulting large advertising.

27-1

Thank you,

Rachel Young

COMMENT LETTER NO. 27

Rachel Young

Response to Comment 27-1

The commenter states opposition to the proposed signage. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

----- Forwarded message -----

From: **Janet Kleinbart** <jplanet@pacbell.net>
Date: Thu, Aug 19, 2010 at 1:45 PM
Subject: Billboards;Reference Case No: ENV-2009-1577-EIR
To: Mariana.Salazar@lacity.org

Reference Case No: ENV-2009-1577-EIR

The Draft Environmental Impact report does not address these issues in a way that will protect the city's environment from adverse affects and we urge the City Planning Department to recommend that it be rejected.

28-1

**WE DON'T NEED
THESE
GIGANTIC
BILLBOARDS IN
OUR FACE. THIS
IS NOT TIMES**

28-2

SQUARE IN NEW
YORK.

28-2 (cont)

COMMENT LETTER NO. 28

Janet Kleinbart

Response to Comment 28-1

The commenter states that the EIR does not address adverse impacts and recommends rejection of the EIR. The commenter does not indicate which issues are in question. The EIR analyzes topics related to all aspects of the Project, including signage, and does not only analyze impacts that are determined to be significant. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 28-2

The commenter states opposition to the proposed signage. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

----- Forwarded message -----

From: Mariana Salazar <mariana.salazar@lacity.org>
To: Alix Wisner <awisner@tpgre.com>
Date: Mon, 23 Aug 2010 14:38:38 -0400
Subject: Fwd: Wilshire Grand electronic signage project

----- Forwarded message -----

From: <heppellfamily@sbcglobal.net>
Date: Thu, Aug 19, 2010 at 5:55 PM
Subject: Wilshire Grand electronic signage project
To: Mariana.Salazar@lacity.org

Hello Ms. Salazar and City Planning Office -

I am writing to object to the Wilshire Grand project's potential electronic signage for several reasons.

29-1

Any distraction to a driver can be harmful. So don't promote distraction by allowing the installation of "large-scale animated" electronic signs!

Bright, rapidly changing lights are very detrimental to humans and animals. There is a "flickering" effect to those types of electronic signs that can trigger migraines and even seizures in some people. I am one of those people. Those signs would make it hazardous for me to drive in that area. A person who is unprepared for those lights may have difficulty navigating their car, causing damage to themselves and possibly other people. I would think your department should plan to make the city safer, not more dangerous.

29-2

The amount of light given off at night would further damage our already fragile environment by disrupting migrations and habits of many nocturnal animals. There have been many studies which prove that upsetting the balance of one type of animal in an area affects all other animals, including humans. No amount of money earned from this electronic advertising is worth harming our planet in this way.

29-3

I have read many EIRs in the past and noticed that there is a "fox guarding the henhouse" aspect to them. This one is no exception. Do what is right for the PEOPLE of Los Angeles, and not the money-driven businesses: do not permit large electronic animated billboards.

29-4

Thank you.
Catherine Heppell

COMMENT LETTER NO. 29

Catherine Heppell

Response to Comment 29-1

The commenter states opposition to the proposed signage and states driver distraction is harmful. Regarding driver distraction, commenter is referred to Response to Comment 5-2. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 29-2

The commenter states signage would result in a flicker which can create health problems and hazards for drivers. Regarding flicker and driver distraction, the commenter is referred to Responses to Comments 5-2 and 5-3. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 29-3

The commenter states the signage would have disruptive effects on migratory and nocturnal animals. The commenter is referred to pages III-6 and IV-10 of the Initial Study, which is Appendix I.1 of the Draft EIR, which states “There are no wildlife corridors or other sensitive habitat areas the Project would not interfere with the movement of any resident or migratory fish or wildlife species”. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 29-4

The commenter states that the EIR acts as a “fox guarding the henhouse” and expresses opposition to the proposed signage. Per CEQA, the EIR is an objective document with the purpose of disclosing impacts to decision-makers before a project is considered for approval. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

----- Forwarded message -----

From: **Mark Weber** <Papaweber@earthlink.net>

Date: Fri, Aug 20, 2010 at 11:35 AM

Subject: Save Los Angeles from neon blight

To: Mariana.Salazar@lacity.org

A regular billboard is only blight for a quarter mile or so. The Bladerunner style digital billboards are a visual blight for miles. They constitute a pathological insult upon the urban environment. They have no redeeming value. They trash our city visually.

Mark Weber

30-1

COMMENT LETTER NO. 30

Mark Weber

Response to Comment 30-1

The commenter states opposition to the proposed signage. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

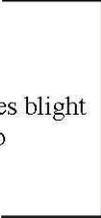
----- Forwarded message -----

From: **Ingrid Mueller** <ingridinvenice@yahoo.com>
Date: Fri, Aug 20, 2010 at 12:56 PM
Subject: Reference Case No: ENV-2009-1577-EIR
To: Mariana.Salazar@lacity.org

Ladies and Gentlemen:

Who will want to live in a future Blade Runner City?

This DEIR cannot be accepted in good will.
If Developers can only build with the help of Advertising that produces blight and annoyance and nuisance for Los Angelenos, have them go back to their drawing boards, please.



31-1

Sincerely, indeed,
Ingrid Mueller
1027 Elkgrove Ave.
Venice, CA 90291

COMMENT LETTER NO. 31

Ingrid Mueller

Response to Comment 31-1

The commenter states that the Draft EIR should not be accepted and expresses opposition to advertising. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

----- Forwarded message -----

From: **David Rosenstein** <rsnstndvd@yahoo.com>
Date: Sun, Aug 22, 2010 at 2:08 PM
Subject: Wilshire Grand Signage
To: Mariana.Salazar@lacity.org

Ms. Salazar:

I am writing because I believe that the proposed signage for this project is excessive.

The amount of signage will cause huge amounts of bright, intense light surrounding the project. The frequent changes in ads means that the light will not even be constant but continually changing. 20 hours a day of signage is far too much and will consume a huge amount of energy contributing to energy consumption, pollution and climate change. The signs will be very visible from the freeway and will potentially create safety hazards for drivers. The "simulations" of the signs were not representative and accurate in modeling their true impact.

I don't believe that first draft of the EIR adequately addresses these issue. The city and its inhabitants need to be protected from more visual pollution. Please reject the EIR.

Thank you,
David Rosenstein
Los Angeles, California

32-1

COMMENT LETTER NO. 32

David Rosenstein

Response to Comment 32-1

The commenter states opposition to the proposed signage and states the signage would have an impact on energy consumption, climate change, and create driving hazards. Regarding energy use, the commenter is referred to Response to Comment 6-20. Regarding climate change, the commenter is referred to Response to Comment 5-6. Regarding traffic safety, commenter is referred to Response to Comment 5-2. The commenter recommends rejection of the EIR. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The commenter also states that the “simulations” of the signs were not representative and accurate in modeling their true impact. The visual simulations were prepared by expert consultants in order to show how the proposed signage program might appear from numerous vantage points, during both night time and day time. The night time visual simulations were prepared by AC Martin Partners and the day time simulations were prepared by Rios Clement Hale Studios. In addition, Lighting Design Alliance, an expert lighting firm, prepared the technical study of the signage program that is contained in Appendix IV.E.2 of the Draft EIR. General explanations of how the visual simulations were prepared based on the content of the signage program and attesting to their accuracy and validity is presented in Appendices D and E of this Final EIR (letters from AC Martin Partners and Rios Clement Hale Studios). These expert analyses were accepted by the Department of City Planning.

----- Forwarded message -----

From: **Jeffrey** <jeffrey0909@sbcglobal.net>
Date: Sun, Aug 22, 2010 at 10:27 AM
Subject: ENC-2009-1577-EIR
To: Mariana.Salazar@lacity.org

Mariana Salazar, City Planning Associate
Los Angeles City planning department
200 N. Spring Street. Room 620
Los angles, CA 90012

Dear Ms. Salazar:

As a native Angelino, I must object strenuously to any attempt to turn Los Angeles architecture into a billboard – digital or otherwise. The proposed Wilshire Grand project in downtown would be a totally unacceptable visual blight on our city; it would not only pose a hazard for motorists on the 110 but it would also consume unnecessary energy at a time we are all trying to conserve electricity. One city official once told me, “We in Los Angeles, don’t do ugly!” If the city approves this kind of blight on our buildings it will “do ugly”. This city is not just for the advertisers and the builders. It is for all of us who live here and love our city. I urge The City Planning Department to prohibit any advertising signage on Wilshire Grand and on any other similar building project.
Thank you.

33-1

Jeffrey Williams
1994 North Sycamore Ave.
Hollywood, CA 90068

COMMENT LETTER NO. 33

Jeffery Williams

Response to Comment 33-1

The commenter states opposition to the proposed signage and states the signage would create visual blight, driving hazards, and consume an unnecessary amount of energy. Section IV.D, Visual Resources, of the Draft EIR concludes that the Project would have a significant, unavoidable visual impact related to the proposed signage program. The commenter is referred to Response to Comment 5-2 regarding driving hazards, and Response to Comment 6-20 regarding energy consumption. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

----- Forwarded message -----

From: Joyce Dillard <dillardjoyce@yahoo.com<mailto:dillardjoyce@yahoo.com>>
Date: Mon, Aug 23, 2010 at 4:32 PM
Subject: Comments to Draft EIR Wilshire Grand Redevelopment Project ENV-2009-1577-EIR-GB due 8.23.2010
To: Mariana Salazar
<Mariana.Salazar@lacity.org<mailto:Mariana.Salazar@lacity.org>>

Comments to Draft EIR Wilshire Grand Redevelopment Project ENV-2009-1577-EIR-GB due 8.23.2010

The City has included the following elements in the General Plan readopted on August 8, 2001, CF 01-1162 and originally adopted December 1, 1996, CF 95-2259:

- Land Use Element Including 35 Community Plans
- Air Quality Element adopted November 24, 1992, CF 91-2003
- Conservation Element adopted September 26, 2001, CF 01-1094 superseding the Open Space Element originally adopted June, 1973 and the Conservation Element originally adopted December, 1973
- Historic Preservation and Cultural Resources Element
- Housing Element adopted August 13, 2008, CF 08-1933 and re-adopted on January 14, 2009, CF 08-1933-S1
- Infrastructure Systems Element
- Noise Element adopted February 3, 1999, CF 96-1357 superseding the 1975 Noise Element
- Open Space Element
- Public Facilities and Services Element
- Safety Element adopted November 26, 1996, CF 96-1810 superseding the 1975 Safety Plan, the 1974 Seismic Safety Plan and the 1979 Fire Protection and

34-1

Prevention Plan

- Transportation Element adopted August 8, 1999, CF 97-1387 superseding the Scenic Highways Plan adopted in May 13, 1978, CF 98-0894 and the Highways and Freeways Element adopted in 1959

34-1(cont)

Annual Growth and Infrastructure Reports have not been prepared since 2000 to assist in development decisions.

Decisions involving water supply and water quality cannot be made. Proposition O Clean Water, Ocean, River, Beach, Bay Storm Water Clean Up Measure was passed by the voters in 2004 and decisions regarding the project impact cannot be made. Water seepage needs to be addressed in terms of pollutants and Total Daily Maximum Load compliance as well as geological stability and security for the region.

34-2

Operations and maintenance funding cannot be anticipated for the General Fund and any Special Fund involved.

Because this project is in the Central Business District Redevelopment Project Area, any tax increments above the baseline at adoption will be held by Community Redevelopment Agency of Los Angeles CRA/LA and not the City of Los Angeles General Fund.

34-3

According to the LA Times on August 13, 10201:

“They are seeking assistance that would include a partial waiver of the city's transient occupancy tax, or bed tax, that would have to be paid once the project is up and running, according to a draft agreement between the city and the developers.”

The article goes on to say:

“The draft agreement calls for a cap on assistance, in the form of relief from paying the bed tax, which would not exceed 50% of the new net revenues expected to be generated by the project, Miller said.”

34-3 (cont)

Deals are being made without the necessary information related to the General Plan and Its Elements and the financial future of the City of Los Angeles, its Citizens and its Taxpayers.

There has been no co-relation to the planning by the Los Angeles Department of Water and Power with the Greater Los Angeles County Integrated Regional Water Management Plan or with the California Transmission Planning Group.

34-4

The Los Angeles Department of Water and Power is circulated a draft 2010 Integrated Resource Plan aka LA Power Plan. The Metropolitan Water District is in a draft Integrated Resource Plan that does not include the water needs of the LADWP and Renewable Energy Portfolio Sources and Geothermal Baseline Sources.

The Public Private Partnership proposals for City owned parking lots needs consideration. Congestion management plans need to be prepared that fits the current traffic.

34-5

Homeland security issues need to be addressed.

34-6

Part of the online file for Utilities is damaged and not readable.

34-7

Groundwater pollution and limited or allocated groundwater pumping in the Central and West Basins may be a problem as allocations have been made to projects such as the NBC Universal Evolution Plan.

34-8

Recycled water distribution and costs have not been addressed. It is not clear if LADWP, West Basin or Burbank (future) will be the supplier since LADWP does not produce recycled water that is always available to sell.

34-9

There is no guarantee of water reliability through the Metropolitan Water District as the State supply is fluctuating. A guarantee letter should be on file with this document.

34-10

Operations and maintenance funding needs to be forecast and guaranteed for Police, Fire and Emergency Services in future City budgets.

34-11

The impact on Oceans and Greenhouse Gas Emissions are not addressed.

34-12

Methane issues in surrounding properties, their mitigation and any emergency plans should be discussed. National standards and their implementation are not indicated.

34-13

Joyce Dillard

P.O. Box 31377

Los Angeles, CA 90031

COMMENT LETTER NO. 34

Joyce Dillard

Response to Comment 34-1

The commenter lists the elements of the City of Los Angeles General Plan and their dates of adoption and update. The commenter states that annual growth and infrastructure reports have not been updated since 2000. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 34-2

The commenter states decisions regarding water supply, water quality, and project impact cannot be addressed. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. The commenter states water seepage needs to be analyzed in terms of pollutants and Total Daily Maximum Load and geological stability. Seepage and Total Daily Maximum Load associated with the Project are analyzed in Section IV.L.2, Water Quality of the Draft EIR. Geologic stability is addressed in Section IV.F, Geology and Soils of the Draft EIR. Water supply is addressed in Section IV.J.1 and supporting appendices of the Draft EIR

Response to Comment 34-3

The commenter states funding for the General Fund or any special funds can be anticipated, and states that tax increments would be held by the Community Redevelopment Agency. The commenter also references and quotes from an article from the LA Times regarding transient occupancy taxes. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. With respect to the comment regarding the transient occupancy taxes, commenter is referred to Response to Comment 14-1. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 34-4

The commenter states there is no correlation between LADWP and the Greater Los Angeles County Integrated Regional Water Management Plan, or with the California Transmission Planning Group. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the commenter is referred to Section IV.J.1, Utilities, Water, of the Draft EIR and

associated appendices, where water demand of the Project and the ability of LADWP to supply the water is evaluated. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 34-5

The commenter states that public-private partnerships for city owned parking needs to be considered, and congestion management plans need to be prepared. It does not appear that this comment applies to the Project as no city owned parking is proposed, and the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 34-6

The commenter states homeland security issues need to be addressed. Homeland security is not an issue area required or suggested for review by CEQA, and as no such issue was identified by the City or in response to the Notice of Preparation of the EIR. Furthermore, there is no nexus for CEQA related to this topic, and the commenter provides an unsubstantiated statement rather than an expert opinion to support this comment. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 34-7

The commenter states that part of the Utilities file on the City website is not readable. Section IV.J, Utilities of the Draft EIR, is currently accessible online and all pages are readable. Additionally, all appendices associated with the Utilities section are also available and readable.

Response to Comment 34-8

The commenter states groundwater pollution and pumping in the Central and West Basins may be a problem because of projects such as the NBC Universal Evolution Plan. Section IV.L.1, Hydrology states that groundwater is not expected to be encountered to a significant degree during excavation, but that in the case that it is encountered, limited dewatering may occur. Long-term dewatering would not occur as part of the Project. Furthermore, the NBC Universal Evolution Plan project is located in Universal City and is not near the Project Site. With respect to water supply issues, the commenter is referred to Section IV.J.1, Water, of the Draft EIR and associated appendices, which are available on the City website, at the Department of City Planning, at the City Clerk, and at the Central Library, Chinatown Branch Library, and Little Tokyo Branch Library.

Response to Comment 34-9

The commenter states recycled water distribution and costs have not been addressed and it is not clear whether LADWP, West Basin, or Burbank would be the future supplier. It does not appear that this

comment relates to the Project, as the Project is located in downtown Los Angeles and not Burbank. LADWP is the water supplier to the Project Site and would continue to be during construction and operation. Moreover, at present, recycled water service is not currently available to the Project site, although the Project is being designed to accommodate its use when recycled water does become available.

Response to Comment 34-10

The commenter states there is no guarantee of water supply through the Metropolitan Water District and states that a guarantee letter should be on file. The commenter is referred to Section IV.J.1, Utilities, Water and Appendix IV.J.1-2, Water Supply Assessment of the Draft EIR which not only states that the Project can be served by LADWP, but outlines LADWP's resources and both short-term and long-term plans and anticipated supplies.

Response to Comment 34-11

The commenter states that operations and maintenance funding needs to be guaranteed for public services in future budgets. Funding of City budgets is not related to the Project and the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment 34-12

The commenter states that impacts on oceans and greenhouse gas emissions are not addressed. These issues are addressed in Section IV.O, Climate Change, and Appendix IV.O of the Draft EIR.

Response to Comment 34-13

The commenter states methane issues should be addressed and emergency plans discussed. Methane is addressed in Section IV.K, Hazards, and Appendix IV.K of the Draft EIR.

On Fri, Aug 27, 2010 at 12:55 PM, Michael Monagan <mmonagan@lausd.net> wrote:

Dear Ms. Salazar,

Electronic billboards are exactly the last thing our city needs. We've finally woken up to the green revolution and electronic billboards are diametrically opposed to the direction we are going in. Light pollution, dangerous distraction, corporatization, wasted energy; these are all problems that our city government should be helping us avoid. We want a better quality of life not worse. Is government supposed to be on the side of the citizen? In this case the government is just rolling over for the corporations. Please fight these electronic billboards. As it is there are many that need to be taken down. Flashing electronic billboards are fine in Las Vegas and a few select locations in Los Angeles but not anywhere where they diminish the quality of life in our neighborhoods and community.

Sincerely,

Michael Monagan

35-1

COMMENT LETTER NO. 35

Michael Monagan

Response to Comment 35-1

The commenter states opposition to the proposed signage. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

IV. CORRECTIONS AND ADDITIONS

INTRODUCTION

This Section presents corrections and additions that have been made to the text of the Draft EIR. These changes include revisions resulting from responses to comments and staff-initiated text changes to provide clarifications to the project description and analysis and to correct non-substantive errors. The revisions are organized by section and page number as they appear in the Draft EIR. Text deleted from the Draft EIR is shown in ~~strike through~~, and new text is underlined. For corrections resulting from a response to a comment on the documents, references in parentheses refer to the comment letter and comment number.

CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

Section IV.A.1 (Land Use – Land Use Plans/Zones)

Mitigation Measure MM-1 of this Section has been revised as follows to provide more clarity:

MM-1: Any sign that includes an electronic display shall be reviewed by pursuant to the direction of the Director in consultation with Los Angeles Department of Transportation (LADOT) prior to issuance of a building permit.

Section IV.B (Transportation)

Several Figures in the Transportation Section have been updated to either correct errors or to provide more clarity. The revisions are as follows (with revised Figures on the following pages):

Figure IV.B-19 – some of the trip distribution percentages were inadvertently covered by a graphic element. This has been removed.

Figure IV.B-30 – the legend was incorrect and has been revised.

Figure IV.B-31 – an older version of this Figure was erroneously used in the Draft EIR.

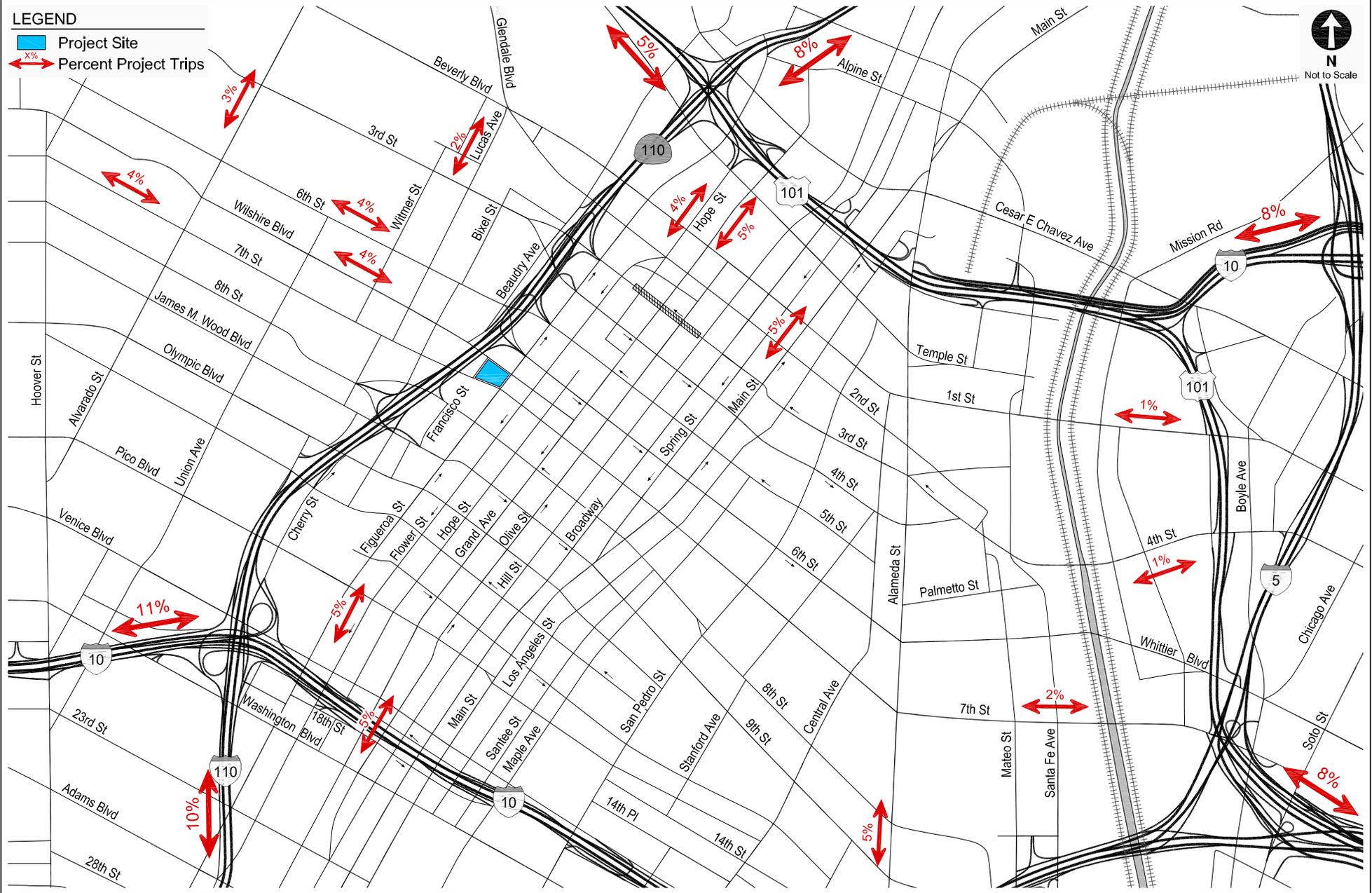
Figure IV.B-32 – an older version of this Figure was erroneously used in the Draft EIR.

Figure IV.B-33 – an older version of this Figure was erroneously used in the Draft EIR.

Figure IV.B-34 – an older version of this Figure was erroneously used in the Draft EIR.

LEGEND

-  Project Site
-  Percent Project Trips

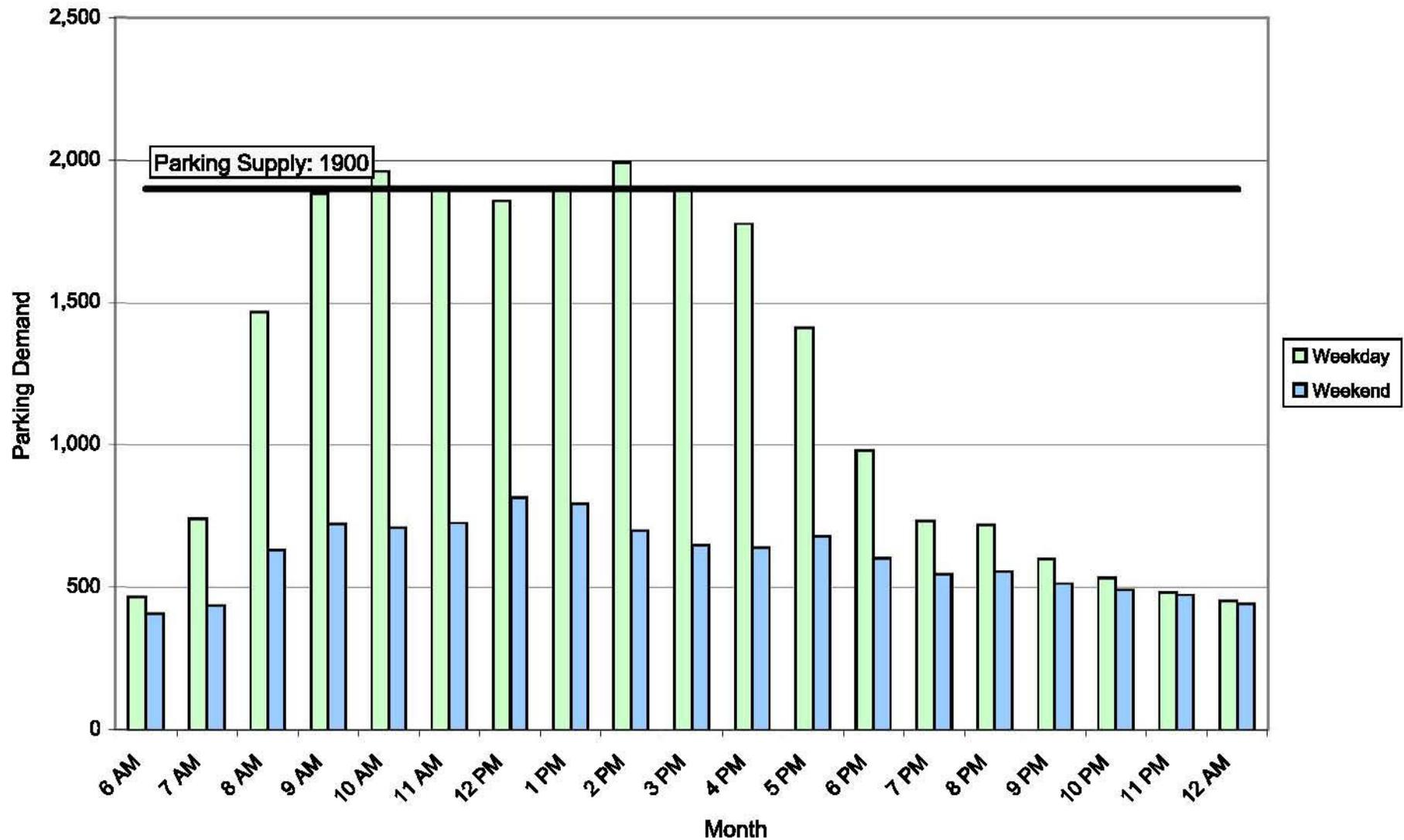


Source: GTC, 2010.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.B-19
Project Trip Distribution



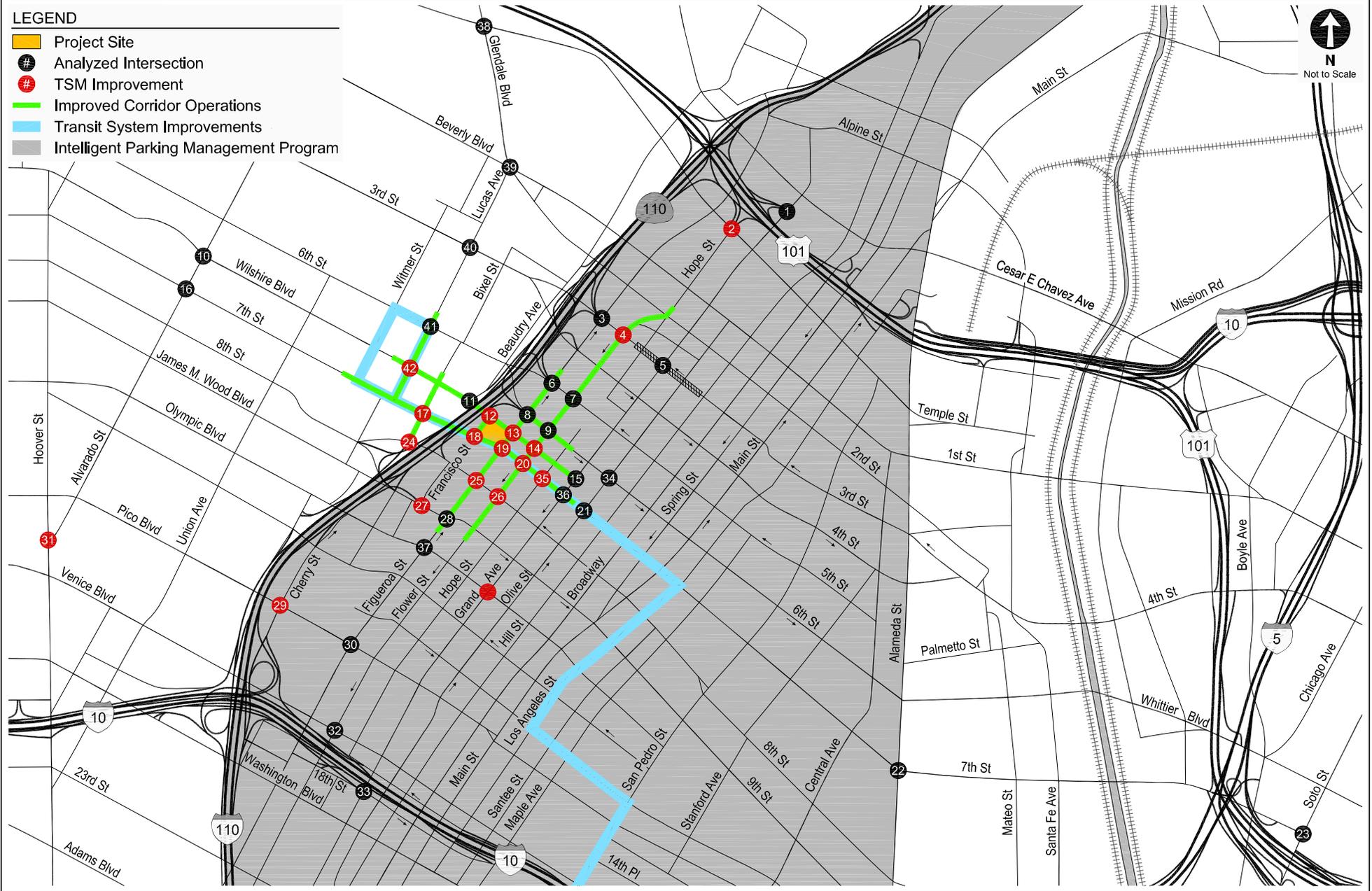
Source: GTC, 2010.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.B-30
Peak Month Daily Parking Demand by Hour-
Future-with-Project Conditions, Before TDM Program

- LEGEND**
- Project Site
 - Analyzed Intersection
 - TSM Improvement
 - Improved Corridor Operations
 - Transit System Improvements
 - Intelligent Parking Management Program



Source: GTC, 2010.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.B-31
Proposed Transportation Improvement Program

- LEGEND**
- Project Site
 - LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F



Source: GTC, 2010.

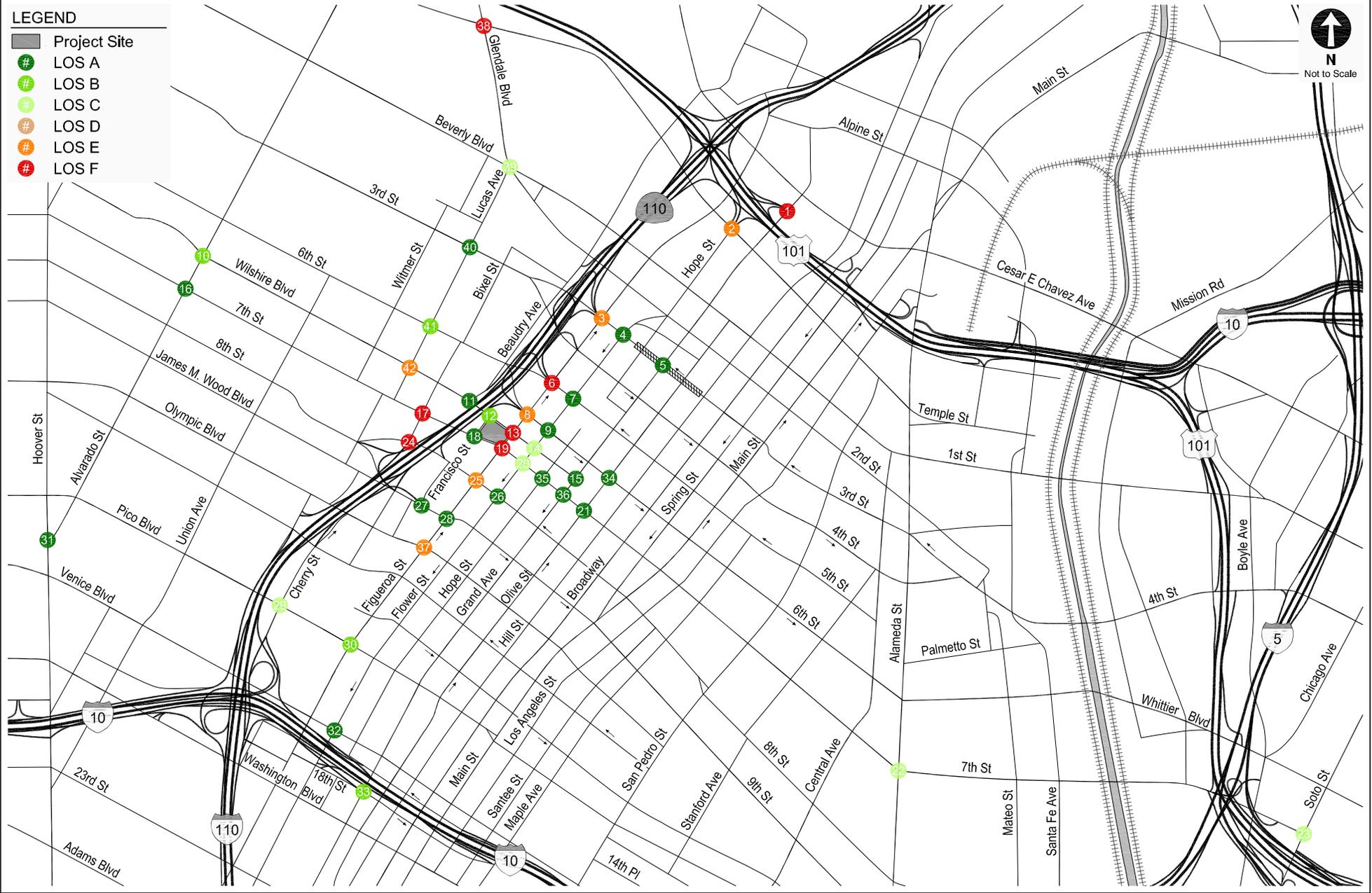


CHRISTOPHER A. JOSEPH & ASSOCIATES
 Environmental Planning and Research

Figure IV.B-32
 Future-with-Project-with-Mitigation Conditions (Year 2020)
 Intersection Level of Service - Morning Peak Hour

LEGEND

-  Project Site
-  LOS A
-  LOS B
-  LOS C
-  LOS D
-  LOS E
-  LOS F



Source: GTC, 2010.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.B-33
Future-with-Project-with-Mitigation Conditions (Year 2020)
Intersection Level of Service - Afternoon Peak Hour

LEGEND

- Project Site
- # Non-impacted Intersection
- # Significantly Impacted Intersection - A.M. Peak Hour
- # Significantly Impacted Intersection - P.M. Peak Hour
- # Significantly Impacted Intersection - Both Peak Hours



Source: GTC, 2010.



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Environmental Planning and Research

Figure IV.B-34
Residual Significant Intersection Impacts

Section IV.C (Noise)

Table IV.C-15 on page IV.C-39 of Section IV.C, Noise, was labeled incorrectly and has been revised as follows:

Table IV.C-15
~~**Construction Vibration Impacts – Building Damage**~~
FTA Construction Vibration Impacts – Human Perception

Construction Equipment (major powered equipment)	Reference Vibration Levels at 25 feet, ^a VdB	Threshold of Perception, ^b VdB	Distance at which Vibration would be below Threshold of Perception, feet
Large Bulldozer	87	65	140
Caisson Drilling	87	65	140
Loaded Trucks	86	65	130
Jackhammer	79	65	75
Small Bulldozer	58	65	15
^a FTA, Transit Noise and Vibration Impact Assessment, 2006, Table 12-2.			
^b FTA, Transit Noise and Vibration Impact Assessment, 2006, Section 7.1.2.			
Source: FTA, 2006, Acoustical Engineering Services, 2010			

Section IV.E.2 (Light & Glare – Artificial Light & Glare)

Project Design Feature PDF-2 of this Section has been revised as follows to be consistent with the construction hour restraints listed in MM-4 in Section B. Transportation:

PDF-2: With the exception of rare occasions where continuous concrete pour is required, construction activities shall be limited to Monday through Friday from 7:00 a.m. to 9:00 p.m. and from 8:00 a.m. to 6:00 p.m. on Saturdays. No construction activities shall occur on Sundays or any federal holidays. Construction hours shall generally be 7:00 a.m. to 9:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. Saturday.

Mitigation Measure MM-4 of this Section has been revised as follows to require that testing be conducted prior to initial signage operation and to provide a timeframe for compliance :

MM-4: The Applicant's or its successor's lighting design expert shall implement the following protocol to ~~confirm~~ determine compliance with all City Code requirements and lighting regulations (including without limitation, LAMC Section 93.0117 and the requirements of the Wilshire Grand SUD) and the lighting ~~and these~~ mitigation measures (including MM-5, MM-7, MM-9, MM-10, MM-11, and MM-12 below). The results of the foregoing testing shall be provided to the Los Angeles Department of Building and Safety (LADBS) (and copied to the Department of City Planning) immediately prior to

initial signage operation with a follow-up compliance test to be performed 12 months after certificate of occupancy no later than 6 months after certificate of occupancy:

- a) A representative testing site shall be established on or next to those light-sensitive receptors which have the greatest exposure to signage lighting on each of the four facades of the Project.
- b) A light meter mounted to a tripod at eye level, facing the Project buildings, should be calibrated and measurements should be taken to determine ambient light levels with the sign on.
- c) An opaque object (a board) should be used to block out the view of the sign from the light meter, at a distance of at least 4' away from the tripod and blocking the light meter's view of the building. A reading should be taken to determine the ambient light levels with the sign off.
- d) The difference between the two would be the amount of light the sign casts onto the sensitive receptor.
- e) An alternate method to measure light levels would be to use the same tripod and same light meter, but to turn on and off the signage. This method takes more coordination, but is more accurate.

In addition, if at any time LADBS has good cause to believe the Project's signage lighting is not in compliance with the Code, regulations or mitigation measures, LADBS may request that the protocol be implemented to determine compliance, at the expense of the Applicant or its successor. If the testing determines that the signage is not in compliance with the Code, regulations or mitigation measures, the Applicant or its successor shall adjust the signage to bring it into compliance immediately.

Section IV.I.1 (Public Services, Fire)

The third paragraph under the subheading "Existing Facilities" on Page IV.I.1-3 of the Draft EIR has been updated, as well as Table IV.I.1-1 on the following page, to read as follows (refer to Response to Comment 3-3):

The Project Site is located within LAFD's Division 1. Division 1 is further broken down into six Battalions (Battalions 1, 2, 5, 7, 9, and 11) and 33 neighborhood Fire Stations. The Project Site is located within LAFD's Battalion 1 and is served by Fire Station 3, which is located 0.7 mile from the Project Site at 108 N. Fremont Avenue. Additional fire protection services are provided by Fire Station 9 and Fire Station 4011, both of which are also part of Battalion 1 and are each located 1.0 mile from the Project Site at 430 E. 7th Street and 1819 W. 7th Street~~1335 Olive Street~~, as well as Fire Station 4 located 1.9 miles from the Project Site at 450 Temple Street. Existing fire stations that currently serve the Project Site are listed in Table IV.I.1-1 (Existing Fire Stations Serving the Project Site). The locations of these fire stations are shown in Figure IV.I.1-1 (Fire and Police Station Locations).

**Table IV.I.1-1
Existing Fire Stations Serving the Project Site**

Station No.	Location	Equipment	Distance to Project Site (miles)	Response Time to Project Site (minutes) ^a
3	108 Fremont Ave.	<ul style="list-style-type: none"> • 1 Task Force ○ 1 Fire Truck ○ 2 Fire Engine • 1 Ambulance • Staff of 12-14 at all times 	0.7	3-5
9	430 7 th St.	<ul style="list-style-type: none"> • 1 Task Force ○ 1 Fire Truck ○ 2 Fire Engine • 1 Ambulance • Staff of 18-12 14 at all times 	1.0	3-5
<u>11</u>	<u>1819 W. 7th St.</u>	<ul style="list-style-type: none"> • <u>1 Task Force</u> ○ <u>1 Fire Truck</u> ○ <u>2 Fire Engine</u> • <u>1 Ambulance</u> • <u>Staff of 12</u> 	<u>1.0</u>	<u>3-5</u>
10	1335 Olive St.	<ul style="list-style-type: none"> • 1 Task Force ○ 1 Fire Truck ○ 2 Fire Engine • 1 Ambulance • Staff of 12-14 at all times 	1.0	3-5
4	450 Temple St.	<ul style="list-style-type: none"> • 1 Task Force ○ 1 Fire Truck ○ 2 Fire Engine • 1 Ambulance • Staff of 12-14 at all times 	1.9	3-5

^a Due to traffic variations, exact response times are not available. Response times to the Project Site average between three and five minutes from the stations listed. Source: Phone interview, Captain Luke Milick, LAFD, January 13, 2010. Source: Written correspondence with Inspector John Dallas, LAFD, Planning and Research Division, September 14, 2009. Appendix IV.I.1-Hydrant & Access Unit, August 17, 2010.

Page IV.I.1-10 of the Draft EIR has been revised, along with footnote 2 on the same page, to read as follows (refer to Response to Comment 3-2):

(1) *Fire Flows*

According to Fire Code Section 57.09.06, the overall fire flow requirement for the Project Site (a high density residential and commercial land use) is 4,000 gpm from four fire hydrants flowing simultaneously with a 20 PSI minimum residual pressure remaining in the system while the

required gallons per minute are flowing.¹ According to LAFD, the Project would require a fire flow of ~~4,500~~ 9,000 gpm from ~~three~~ four fire hydrants flowing simultaneously.²

Appendix II.2 (Land Use Equivalency Program Technical Report)

Appendix II.2, Land Use Equivalency Program Technical Report, prepared by Christopher A. Joseph & Associates, May 2010 incorrectly stated “Preliminary Working Draft – Work in Progress” at the bottom of each page. This designation is a mistake and has been removed, and the report is included as Appendix F to the Final EIR (refer to Response to Comment 7-14). Additionally, the date on the Appendices cover page has been revised to April 2010 rather than May, which was a mistake.

Figure 1 from Appendix II.2 was erroneously missing from the DEIR. Figure 1 of Appendix II.2 has been included and can be found on page 8 of the technical report, which is included as Appendix F to the Final EIR (refer to Response to Comment 7-15).

Appendix IV.B (Transportation Study)

Table 29 of Appendix IV.B, Transportation Study for the Wilshire Grand Redevelopment Project, Prepared by Gibson Transportation Consulting, Inc., April 2010 was missing from the PDF document that went out for public review. The table is presented below (refer to Response to Comment 7-17).

In Response to Comment 7-23, the commenter stated that the intersection lane configuration for Intersection 27 is currently under construction and should be included in Year 2020 traffic conditions. Gibson Transportation Consulting revised the lane configurations and the CMA calculations based on the new lane configurations, and demonstrated that the change does not change the results of the Draft EIR and Transportation Study. Nevertheless, Appendices B and F of the Transportation Study have been updated to reflect this information, and are included as Appendices G and H to the Final EIR.

Appendix IV.J.1-2 (Water Supply Assessment)

Appendix IV.J.1-2, Water Supply Assessment for the Wilshire Grand Redevelopment Project, prepared by Water Resources Division of the City of Los Angeles Department of Water and Power, was incorrectly labeled with the word DRAFT. The draft designation has been removed and the report is included as Appendix I to the Final EIR.

¹ LAMC, Chapter 5, Public Safety and Protection, Division 9, Access, Hydrants, and Fire Flow, Section 57.09.07, Table 9-C.

² ~~Written correspondence from C.A. Fry, Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, December 3, 2009.~~ Written correspondence from John Dallas, Inspector II, Hydrants & Access Unit, Los Angeles Fire Department, August 17, 2010.

Appendix IV.J.5 (Natural Gas)

Appendices A and B associated with Appendix IV.J.5, Wilshire Grand Redevelopment Project, 930 Wilshire Blvd, Los Angeles, CA, Environmental Impact Report, Utilities, Natural Gas, prepared by Glumac, were inadvertently omitted from the Draft EIR. These Appendices are provided as Appendix J to the Final EIR.

**TABLE 29
ACCESS IMPACT ANALYSIS - OPERATIONAL**

No.	Intersection	Peak Hour	Existing		Future without Project		Future with Project, Before TDM Program and Mitigation			Future with Project with TDM Program, Before Mitigation			Future with Project with Mitigation		
			V/C	LOS	V/C	LOS	V/C	LOS	Significant Impact?	V/C	LOS	Residual Impact?	V/C	LOS	Residual Impact?
12. [a]	Francisco Street & Wilshire Boulevard	A.M. P.M.	0.513	A	0.579	A	0.755	C	NO	0.691	B	NO	0.681	B	NO
			0.444	A	0.505	A	0.725	C	NO	0.636	B	NO	0.626	B	NO
13. [a]	Figueroa Street & Wilshire Boulevard	A.M. P.M.	0.673	B	0.906	E	0.972	E	YES	0.944	E	YES	0.934	E	YES
			0.952	E	1.178	F	1.359	F	YES	1.299	F	YES	1.289	F	YES
18. [a]	Francisco Street & 7th Street	A.M. P.M.	0.350	A	0.373	A	0.513	A	NO	0.465	A	NO	0.455	A	NO
			0.351	A	0.394	A	0.556	A	NO	0.497	A	NO	0.487	A	NO
19. [a]	Figueroa Street & 7th Street	A.M. P.M.	0.666	B	0.822	D	0.969	E	YES	0.926	E	YES	0.916	E	YES
			0.891	D	1.058	F	1.113	F	YES	1.094	F	YES	1.084	F	YES

Note:

[a] Intersection is operating under the LADOT Automated Traffic Surveillance and Control (ATSAC) System under existing conditions and the LADOT Adaptive Traffic Control System (ATCS) under future conditions. A credit of 0.07 and 0.10 in V/C ratio was included in the analysis for existing and future conditions, respectively.

V. MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The City of Los Angeles Department of City Planning is the Lead Agency for the Wilshire Grand Redevelopment Project.

An Environmental Impact Report has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified project design features or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project. The MMP is subject to review and approval by the Lead Agency as part of the certification of the EIR and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the Draft EIR, with an accompanying identification of the following:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored;
 - Pre-Construction, including the design phase
 - Construction
 - Occupancy (post-construction)
- Enforcement Agency, the agency with the authority to enforce the mitigation measure; and
- Monitoring Agency, the agency to which reports including feasibility, compliance, implementation, and development are made.

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 Project Applicant shall be responsible for implementing all mitigation measures unless otherwise noted.

A.1. LAND USE-LAND USE PLANS/ZONES

Project Design Features

No project design features are required.

Mitigation Measures

MM-1: Any sign that includes an electronic display shall be reviewed by the Director in consultation with Los Angeles Department of Transportation (LADOT) prior to issuance of a building permit.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of City Planning

A.2. LAND USE-PHYSICAL LAND USE

Project Design Features

PDF-1: Building coverage of the site between the heights of zero feet and 170 feet shall be no more than 85 percent of the site area. The plaza shall be included in the area not considered building coverage.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of Building and Safety

PDF-2: Building coverage above a height of 170 feet shall be no more than 55 percent of the site area.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of Building and Safety

PDF-3: Building separation above a height of 170 feet shall be a minimum of 40 feet if buildings are generally separated in a diagonal manner.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of Building and Safety

PDF-4: Building separation above a height of 170 feet shall be a minimum of 80 feet for buildings whose parallel facades face directly into one another.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

PDF-5: No building shall have a footprint above a height of 170 feet or greater than 30,000 square feet.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

PDF-6: The outdoor plaza shall be no smaller than one-quarter acre and shall be generally oriented toward the intersection of Figueroa Street and 7th Street.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

PDF-7: There shall be, at a minimum, one pedestrian connection from Figueroa Street and 7th Street to the outdoor plaza.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

PDF-8: Within the outdoor plaza, at least 30 percent of the area shall be landscaped or included in a water feature, as distinct from hardscape area.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

PDF-9: Within the outdoor plaza, the water feature shall be a minimum size of 500 square feet.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

PDF-10: On each of the four frontages of the property, the following minimum proportions of the building façades, from sidewalk grade to twenty feet above, shall be transparent (i.e., openings or glass) rather than opaque:

1. Figueroa Street 50 percent
2. 7th Street 50 percent
3. Wilshire Boulevard 50 percent

4. Francisco Street 25 percent

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

PDF-11: There shall be at least one building constructed above a height of 170 feet on the site.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

PDF-12: No building above a height of 170 feet shall have any façade longer than 300 feet in length.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

PDF-13: Access points and site circulation shall be maintained in general conformance with the Conceptual Plan for the Project.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

Mitigation Measures

No mitigation measures are required.

B. TRANSPORTATION

Project Design Features

PDF-1: As part of the regional bus transit system improvements, the Applicant or its successor shall provide a fixed fee contribution of \$650,000 to LADOT for the purchase of one additional Downtown Area Shuttle (DASH) hybrid bus to be operated and maintained by LADOT. The additional bus shall have a seated capacity of 25 and a standing capacity of 30 to supplement the bus service along this route.

Monitoring Phase: Occupancy
Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation

PDF-2: As part of the Project’s transit system connectivity improvements, the Applicant or its successor shall provide a financial contribution of \$500,000 to the “First Mile Last Mile Connectivity” demonstration program. As part of the demonstration program, the Project shall reserve 300 square feet of rent-free space on the Project Site to implement a new integrated mobility hub open to the public and reserve up to 10 parking spaces for the electric vehicles in the Project’s subterranean parking garage in order to improve the connectivity for patrons of the transit service at the 7th Street/Metro Center station. The rent-free space and the parking spaces shall be provided for up to a total of three years.

Monitoring Phase: Pre-Construction, Construction, and Occupancy
Enforcement Agency: Department of Building and Safety and
 Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation

PDF-3: As part of the Project’s transportation improvement program, the Applicant or its successor shall provide a financial contribution of \$925,000 towards the *ExpressPark* project.

Monitoring Phase: Occupancy
Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation

PDF-4: As part of the Project’s bicycle, pedestrian, and vehicle safety improvements, the Applicant or its successor shall design and construct all sidewalks and pedestrian access ways to allow for easy pedestrian flow. Caution signs for bicyclists, pedestrians, and drivers shall be installed near driveways and access points.

Monitoring Phase: Pre-Construction, Construction, and Occupancy
Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation

PDF-5: As part of the Project’s freeway segment improvements, the Applicant or its successor shall provide a fixed fee financial contribution to California Department of Transportation (Caltrans) in the amount of \$1,950,100 toward the proposed improvement to the Caltrans improvement project. In consultation with Caltrans, the fixed fee contribution was determined by applying Caltrans fair share calculations generally used to calculate mitigation measures.

Monitoring Phase: Occupancy
Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: California State Department of Transportation

Mitigation Measures

MM-1: Prior to issuance of a Certificate of Occupancy, the Applicant or its successor shall prepare and implement a TDM program to the satisfaction of LADOT to reduce traffic impacts of the Project encouraging Project employees, residents, and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day and reduce parking demand so that the parking supply is sufficient. The TDM program may include implementation of several TDM strategies including, but not limited to, the following:

- Flexible work schedules and telecommuting programs
- Alternative work schedules
- Pedestrian-friendly environment
- Bicycle amenities (bicycle racks, lockers, showers etc.)
- Rideshare/carpool/vanpool promotion and support
- Education and information on alternative transportation modes
- Transportation Information Center
- Guaranteed Ride Home program
- Transportation Management Coordination Program
- Discounted employee/resident transit passes
- Parking strategies such as unbundled parking and parking cash-out

Monitoring Phase:	Occupancy
Enforcement Agency:	Los Angeles Department of Transportation
Monitoring Agency:	Los Angeles Department of Transportation

MM-2: The Applicant or its successor shall install or shall pay LADOT a fixed fee amount of up to \$925,000 to provide for design and installation of signal control upgrades, closed circuit television cameras, and system loops. These improvements are part of the total TSM package that would be implemented either by the Applicant through the B permit process of City of Los Angeles Bureau of Engineering, or through payment of the \$925,000 fixed fee amount to LADOT to fund the cost of these upgrades. If LADOT selects the payment option, then the Applicant or its successor would be required to pay up to \$925,000, and LADOT shall design and construct the upgrades.

Prior to issuance of a Certificate of Occupancy, the Applicant or its successor shall upgrade the signal controllers to Type 2070 at the following locations:

- Intersection 2. Hope Street/Hollywood Freeway southbound ramps and Temple Street
- Intersection 4. Flower Street and 3rd Street
- Intersection 12. Francisco Street and Wilshire Blvd
- Intersection 14. Flower Street and Wilshire Boulevard
- Intersection 17. Bixel Street and 7th Street

- Intersection 18. Francisco Street and 7th Street
- Intersection 19. Figueroa Street and 7th Street
- Intersection 20. Flower Street and 7th Street
- Intersection 24. Bixel Street/Harbor Freeway southbound on-ramp and 8th Street
- Intersection 25. Figueroa Street and 8th Street
- Intersection 26. Flower Street and 8th Street
- Intersection 27. Francisco Street and James M. Wood Boulevard/Harbor Freeway northbound off-ramp
- Intersection 29. Cherry Street and Pico Boulevard
- Intersection 31. Hoover Street and Alvarado Street/Alvarado Terrace
- Intersection 35. Hope Street and 7th Street

The signal controller upgrades are part of the total TSM improvement package.

Prior to the issuance of the Certificate of Occupancy, at the recommendation by LADOT, the Applicant or its successor shall fund the installation of CCTV cameras and the necessary infrastructure (including fiber optic and interconnect tubes) at the following locations:

- Intersection 14: Flower Street & Wilshire Boulevard
- Grand Avenue and Olympic Boulevard
- On top of Building A (southwest corner of intersection 13: Figueroa Street & Wilshire Boulevard)
- On top of Building B (northeast corner of intersection 18: Francisco Street & 7th Street)

The CCTV cameras are part of the total TSM improvement package.

Prior to the issuance of the Certificate of Occupancy, the Applicant or its successor shall fund the installation of system loops on the primary street at the following location:

- Intersection 42. Lucas Avenue and Wilshire Boulevard

The system loop is part of the total TSM improvement package.

Monitoring Phase:	Occupancy
Enforcement Agency:	Los Angeles Department of Transportation
Monitoring Agency:	Los Angeles Bureau of Engineering

MM-3: Prior to issuance of the Certificate of Occupancy, the Applicant or its successor shall make a fair-share contribution to Caltrans toward the improvement of the northbound Hollywood Freeway off-ramp at Grand Avenue. The Project's fair share contribution to

this off ramp improvement is included in the fixed-fee contribution that the Project has agreed to make towards the cost of the Caltrans improvement projects.

Monitoring Phase: Occupancy
Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: California State Department of Transportation

MM-4: (Construction-Related Street Use) Prior to the issuance of the building permits, the Applicant or its successor shall prepare detailed construction traffic control plans, including street closure information, detour plans, haul routes, hours of operation, protective devices, and staging plans satisfactory to the affected jurisdictions, which shall be submitted to LADOT for its approval. The construction traffic control plans shall be based on the nature and timing of the specific construction and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:

1. Provisions to configure construction parking to minimize traffic interference;
2. Provisions for temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person);
3. Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
4. Rerouting construction trucks to reduce travel on congested streets;
5. Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site in accordance with the construction traffic management plans approved by LADOT;
6. Construction-related vehicles shall not park on streets in predominantly residentially-zoned areas;
7. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
8. Contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor;
9. Schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods as identified in this study;
10. Obtain the required permits for truck haul routes from the City prior to the issuance of any permit for the Project;
11. Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities;
12. Submit a traffic management plan to Caltrans;
13. With the exception of rare occasions where continuous concrete pour is required, construction activities shall be limited to Monday through Friday from 7:00 a.m. to 9:00 p.m. and from 8:00 a.m. to 6:00 p.m. on

Saturdays. No construction activities shall occur on Sundays or any federal holidays; and

14. Provide a posted sign on the Project Site with hotline information for adjacent property owners to call and address specific issues or activities that may be causing problems at on-and-off-site locations.

Monitoring Phase:	Pre-Construction or Construction
Enforcement Agency:	Los Angeles Department of Transportation
Monitoring Agency:	Department of Building and Safety

If the Project is constructed in phases, the foregoing transportation-related project design features and mitigation measures may be implemented in phases to correspond to such phased construction. Such phased implementation of the project design features and mitigation measures will be determined and monitored by the Enforcement Agency and the Monitoring Agency.

C. NOISE

Project Design Features

PDF-1: Project construction shall not include the use of pile driving, to reduce construction noise and vibration impacts.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

PDF-2: A temporary six-foot-tall noise barrier wall would be installed at the construction area along Francisco Street where construction trucks are lining up prior to entering the Project's construction site. The barrier shall be placed on the top of the two-foot-tall K-rail that shall increase the effective height of the noise barrier to eight feet.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

PDF-3: During operation, all mechanical equipment shall be enclosed and designed to meet the requirements of LAMC, Chapter XI, Section 112.02. The building mechanical/electrical equipment shall be designed not to exceed 63 dBA Leq (or 70 dBA CNEL) noise level at the Project Site property line. The building mechanical design shall be reviewed by a qualified acoustical consultant to ensure that the design shall meet the Project noise criteria.

Monitoring Phase: Pre-Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-4: The sound output of the proposed outdoor amplified sound systems for the outdoor pool and bar areas would be limited to a maximum sound level of 80 dBA L_{eq} as calculated in Section 5.4.1.4. The design of the outdoor amplified sound systems would be reviewed by a qualified acoustical consultant to ensure that the design would meet the Project noise criteria.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-5: The sound output of the proposed outdoor amplified sound systems for the outdoor plaza would be limited to a maximum sound level of 70 dBA (L_{eq}) at 50 feet as calculated in Section 5.4.1.4. The design of the outdoor amplified sound systems would be reviewed by a qualified acoustical consultant to ensure that the design would meet the Project noise criteria.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-6: The podium and rooftop parapets for areas that include an outdoor amplified sound system shall be of solid panel construction to provide sound attenuation.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-7: If the proposed loading docks and trash/recycling areas would be located outside of the enclosed parking structure, all outdoor loading dock and trash/recycling areas shall be fully or partially enclosed such that the line-of-sight between these noise sources and any adjacent noise sensitive receptor shall be obstructed.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-8: Building construction (i.e., exterior wall, window and door) shall provide adequate sound insulation to meet the acceptable interior noise level of 45 dBA CNEL, as required by Title 24 of the California Code of Regulations.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-9: Unless required for safety precautions, the Project's related helicopters shall use the recommended flight paths as shown in Figure IV.C-2 of the Draft EIR.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

Mitigation Measures

MM-1: With the exception of required continuous concrete pours, construction activities shall be limited to Monday through Friday from 7:00 A.M. to 9:00 P.M., and from 8:00 A.M. to 6:00 P.M. on Saturdays. No construction activities shall occur on Sundays or national holidays.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-2: Power construction equipment shall be equipped with state-of-the-art noise shielding and muffling devices. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-3: Stationary source construction equipment that may have a flexible specific location on-site (e.g., generators and compressors) shall be located so as to maintain the greatest distance from sensitive land uses and unnecessary idling of equipment shall be prohibited.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-4: To ensure that construction phase vibration impacts are less than significant, the Applicant or its successor shall comply with the specific requirements of the Metro construction design manual (*MTA Design Criteria and Standard, Volume III, Adjacent Construction Design Manual*, Section 2.3 – 2.4, R92-DE303-3.00, Revision 9: 02.02.99), when excavation is within 25 feet of the Metro subway tunnel.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Metropolitan Transportation Authority

MM-5: The Applicant shall implement the following requirements during construction activities in connection with the on-site building demolitions:

- a. Construction materials/debris in excess of 2,000 pounds shall be lowered via a crane.
- b. Construction materials/debris drop shall be performed in accordance with Table IV.C-15, with the consideration given to the estimated drop weight and height, as required to maintain a maximum of 0.5 inch per second (PPV) at off-site receptors R0, R1, and R3 and a maximum of 0.25 inch per second (PPV) at off-site receptor R2.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

D. VISUAL RESOURCES

Project Design Features

No project design features are required.

Mitigation Measures

MM-1: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

MM-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-3: The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-4: Multiple temporary signs in the store windows and along the building walls are not permitted.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-5: By issuance of building permit for signage, for every Integral Electronic Display to be erected in Level 3 on the Project Site, the Applicant or its successor shall remove or cause to have removed the number of billboards as determined by the Department of City Planning. Billboards considered for removal shall be located in the Central City and Westlake Communities.

Monitoring Phase: Occupancy
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

MM-6: A building permit for a new Integral Electronic Display sign shall not be issued until any prohibited signs, on such parcel, have been removed.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-7: All signs in the Signage SUD shall meet the following criteria:

- a) The building and ground area around signs shall be properly maintained at all times. All unused mounting structures, hardware and wall perforations from any previous sign shall be removed and building surfaces shall be restored to their original condition.
- b) All signage copy shall be properly maintained and kept free from damaged sign material and other unsightly conditions, including graffiti.
- c) Any sign structure shall be at all times kept in good repair and maintained in a safe and sound condition and in conformance with all applicable codes.
- d) Razor wire, barbed wire, concertina wire or other barriers preventing unauthorized access to any sign, if any, shall be hidden from public view.

- e) The signage copy must be repaired or replaced immediately upon tearing, ripping, or peeling or when marred or damaged by graffiti.
- f) No access platform, ladder, or other service appurtenance, visible from the sidewalk, street or public right-of-way, shall be installed or attached to any sign structure.
- g) Existing signs that are no longer serving the current tenants, including support structures, shall be removed and the building facades originally covered by the signs shall be repaired/resurfaced with materials and colors that are compatible with the facades.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-8: The material, construction, mounting, and adhesive methods of all proposed signage shall be subject to the approval of the Fire Department and the Department of Building and Safety.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety and
 Los Angeles Fire Department
Monitoring Agency: Department of Building and Safety

E.1. LIGHT & GLARE-SHADE/SHADOW

Project Design Features

No project design features are required.

Mitigation Measures

No mitigation measures are required.

E.2. LIGHT & GLARE-ARTIFICIAL LIGHT & GLARE

Project Design Features

PDF-1: All lighting related to construction activities shall be shielded or directed to restrict any direct illumination onto property located outside of the Project Site boundaries that is improved with light-sensitive uses.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-2: With the exception of rare occasions where continuous concrete pour is required, construction activities shall be limited to Monday through Friday from 7:00 a.m. to 9:00 p.m. and from 8:00 a.m. to 6:00 p.m. on Saturdays. No construction activities shall occur on Sundays or any federal holidays.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-3: Exterior lighting included within the Project shall incorporate fixtures and light sources that focus light on-site to minimize light trespass.

Monitoring Phase: Pre-Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-4: Project lighting shall comply with LAMC Section 93.0117. As such, Project lighting shall not cause more than two footcandles of lighting intensity or direct glare from the light source at any residential property. This project design feature would preclude exceedance of the significance threshold listed previously regarding lighting sources that generate light intensity levels of 2.0 footcandles or more at the property line of a residential use.

Monitoring Phase: Pre-Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-5: All buildings, parking structures, and signage within the Project Site shall be prohibited from the using highly reflective building materials such as mirrored glass in exterior façades. Examples of commonly used non-reflective building materials include cement, plaster, concrete, metal, and non-mirrored glass, and would likely include additional materials as technology advances in the future.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-6: Project buildings shall not include large areas of reflective surfaces that could reflect light from signage into surrounding areas. No high brightness special effects lighting with brightness levels that shall exceed the lighting levels of permitted signage would be associated with the Project. On-site buildings, signage or thematic elements shall not incorporate reflective building materials or provide a source of auto headlight-related glare in proximity to glare sensitive uses.

Monitoring Phase:	Pre-Construction, Construction and Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

Mitigation Measures

MM-1: Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential uses.

Monitoring Phase:	Pre-Construction and Occupancy
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of Building and Safety

MM-2: The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

MM-3: Prior to issuance of a building permit for the signage displays, the Applicant or its successor shall retain a lighting design expert who shall develop plans and specifications for the proposed lighting displays, establish maximum luminance levels for the displays, and review and monitor the installation and testing of the displays, in order to insure compliance with all City lighting regulations and these mitigation measures.

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of Building and Safety

MM-4: The Applicant's or its successor's lighting design expert shall implement the following protocol to confirm compliance with all City Code requirements and lighting regulations (including without limitation, LAMC Section 93.0117 and the requirements of the Wilshire Grand SUD) and the lighting mitigation measures (including MM-5, MM-7, MM-9, MM-10, MM-11, and MM-12 below). The results of the foregoing testing shall be provided to the Los Angeles Department of Building and Safety (LADBS) (and copied to the Department of City Planning) immediately prior to initial signage operation with a follow-up compliance test to be performed 12 months after certificate of occupancy.

- a) A representative testing site shall be established on or next to those light-sensitive receptors which have the greatest exposure to signage lighting on each of the four facades of the Project.

- b) A light meter mounted to a tripod at eye level, facing the Project buildings, should be calibrated and measurements should be taken to determine ambient light levels with the sign on.
- c) An opaque object (a board) should be used to block out the view of the sign from the light meter, at a distance of at least 4' away from the tripod and blocking the light meter's view of the building. A reading should be taken to determine the ambient light levels with the sign off.
- d) The difference between the two would be the amount of light the sign casts onto the sensitive receptor.
- e) An alternate method to measure light levels would be to use the same tripod and same light meter, but to turn on and off the signage. This method takes more coordination, but is more accurate.

In addition, if at any time LADBS has good cause to believe the Project's signage lighting is not in compliance with the Code, regulations or mitigation measures, LADBS may request that the protocol be implemented to determine compliance, at the expense of the Applicant or its successor. If the testing determines that the signage is not in compliance with the Code, regulations or mitigation measures, the Applicant or its successor shall adjust the signage to bring it into compliance immediately.

Monitoring Phase: Occupancy
Enforcement Agency: Department of City Planning
 and Department of Building and Safety
Monitoring Agency: Department of City Planning
 and Department of Building and Safety

MM-5: The proposed displays (all levels) shall have a wattage draw not to exceed 12 watts/sq. ft to meet Title 24 2008 requirements.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-6: The proposed displays (all levels) shall be fully dimmable, and shall be controlled by a programmable timer so that luminance levels may be adjusted according to the time of day.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning
 and Department of Building and Safety

MM-7: The proposed displays (all levels) shall have a maximum total lumen output of no more than 20 lumens per square foot.

Monitoring Phase: Pre-Construction, and Construction and Occupancy
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning
 and Department of Building and Safety

MM-8: The proposed displays (levels 1, 2, and 3) shall operate between the hours of dawn to 2:00 am, with the exception of the crown (level 4) of each of the Project buildings, which should be operable at all times for the purposes of building identification.

Monitoring Phase: Occupancy
Enforcement Agency: Department of City Planning
 and Department of Building and Safety
Monitoring Agency: Department of City Planning
 and Department of Building and Safety

MM-9: Between the hours of sunset and 2 a.m., integral electronic displays on the North and West facades in Level 3 of Signage Subdistricts A and B shall conform to 130 candelas/m² brightness limit. Level 4 and the south and east facades in Level 3 of Signage Subdistricts A and B shall conform to 270 candelas/m².

Monitoring Phase: Occupancy
Enforcement Agency: Department of City Planning
 and Department of Building and Safety
Monitoring Agency: Department of City Planning
 and Department of Building and Safety

MM-10: On Level 1 and Level 2 in Subdistricts A and B, all displays shall have a nighttime brightness of no greater than 1200 candelas/ m².

Monitoring Phase: Occupancy
Enforcement Agency: Department of City Planning
 and Department of Building and Safety
Monitoring Agency: Department of City Planning
 and Department of Building and Safety

MM-11: During the daytime hours, all displays (all levels) will have a brightness less than 3500 candelas/ m² per Title 24 2008 wattage restrictions.

Monitoring Phase: Occupancy
Enforcement Agency: Department of City Planning
 and Department of Building and Safety
Monitoring Agency: Department of City Planning
 and Department of Building and Safety

MM-12: The proposed displays shall transition smoothly at a consistent rate of speed from the permitted daytime brightness to the permitted nighttime brightness levels, beginning at 45 minutes prior to sunset and concluding the transition to nighttime brightness 45 minutes after sunset. Where applicable, they shall also transition smoothly at a consistent rate of speed from the permitted nighttime brightness to the permitted daytime brightness levels, beginning 45 minutes prior to sunrise and concluding the transition to daytime brightness 45 minutes after sunrise.

Monitoring Phase: Occupancy
Enforcement Agency: Department of City Planning
 and Department of Building and Safety
Monitoring Agency: Department of City Planning
 and Department of Building and Safety

MM-13: All light emitting diodes used within the integral electronic display shall have a horizontal beam spread of maximum 165 degrees wide and 65 degrees vertically. With the exception of Level 4 displays, light emitting diodes shall be oriented downwards to the street, rather than up towards the sky.

Monitoring Phase: Occupancy
Enforcement Agency: Department of City Planning
 and Department of Building and Safety
Monitoring Agency: Department of City Planning
 and Department of Building and Safety

MM-14: The Applicant or its successors shall submit a conceptual signage and lighting design plan to the Department of City Planning to establish lighting standards and guidelines.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning

F. GEOLOGY AND SOILS

Project Design Features

PDF-1: The Project shall be constructed in accordance with the Building Code including all provisions related to seismic safety.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-2: The Project shall comply with all construction site runoff control and implement “Best Management Practices” under applicable state and local requirements, as discussed further in Section IV.L.2 (Water Quality) of the Draft EIR.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Bureau of Sanitation, Watershed Division
Monitoring Agency: Department of Building and Safety

PDF-3: Prior to the issuance of building or grading permits, a site-specific geotechnical report shall be prepared by a registered civil engineer and certified engineering geologist in accordance with and to the satisfaction of Building and Safety. Construction of the Project shall be performed according to the recommendations identified in the site-specific geotechnical report. The site-specific geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design considerations. Building design considerations shall include, but are not limited to: soil stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements and slope stability or any combination of temporary stability measures.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-4: Since the Project Site is adjacent to the 7th Street/Metro Center station subway tunnel on 7th Street, the Project shall comply with the *MTA Design Criteria and Standards, Volume III, Adjacent Construction Design Manual*, dated March 3, 1999 as well as the Building Code to design appropriate measures to avoid surcharge loads.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Metropolitan Transportation Authority

PDF-5: If a geothermal system such as a closed-loop ground source heat pump is proposed to be installed at the Project Site, the plastic tubing of the geothermal heat pump shall be placed underneath the foundation of the garage.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-6: A subdrain system, directed to the Project Site's storm drains, shall be installed beneath the lower floor of the building and behind retaining walls and walls below grade to prevent the development of hydrostatic pressures on the floors and walls.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-7: If bio-filtration systems are proposed to be installed within the landscaped areas, biofiltration system shall be limited to five feet in depth underlain by an underdrain system with a geotextile fabric. The underdrain system shall be connected to the Project Site's storm drains.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Bureau of Sanitation, Watershed Division
Monitoring Agency: Department of Building and Safety

Mitigation Measures

No mitigation measures are required.

G. AIR QUALITY

Project Design Features

PDF-1: The Project shall comply with SCAQMD Rule 403 regarding fugitive dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:

- Water active grading/excavation sites and unpaved surfaces at least three times daily.
- Sweep daily (with water sweepers) all paved construction parking areas and staging areas.
- Provide daily clean-up of mud and dirt carried onto paved streets from the site.
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more.
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

	Monitoring Phase:	Construction
	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety
PDF-2:	The Project shall use off-road equipment that meets Tier 2 emission standards, which will decrease PM and NO _x emissions.	
	Monitoring Phase:	Construction
	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety
PDF-3:	The required application of architectural coatings for the proposed Project during construction will have a VOC rating of 125 grams per liter or less.	
	Monitoring Phase:	Pre-Construction and Construction
	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety
PDF-4:	Based on the VOC rating of the architectural coatings used for the proposed Project during construction, a maximum amount of 60 pounds of VOC emissions are allowed to be emitted daily. For example, the use of any architectural coatings with a VOC rating of 125 grams per liter shall not exceed approximately 58 gallons per day, while the use of any architectural coatings with a VOC rating of 50 grams per liter shall not exceed approximately 144 gallons per day.	
	Monitoring Phase:	Pre-Construction and Construction
	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety
PDF-5:	Wood burning fireplaces and stoves shall be prohibited within the Project.	
	Monitoring Phase:	Pre-Construction and Construction
	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety

Mitigation Measures

- MM-1:** The Applicant or its successor shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site throughout the construction of the Project. The Applicant or its successor shall include in the construction contract documents the air quality control measures required by the SCAQMD. Examples of the types of measures currently required and recommended by SCAQMD include the following:
- Keep all construction equipment in proper tune in accordance with manufacturer's specifications.

- Use the most current grade of low-emission diesel fuel approved by CARB and available in the South Coast Air Basin for all heavy-duty diesel-powered equipment operating and refueling at the Project Site.
- Limit truck and equipment idling time to five minutes or less, when equipment is not in active use, as required by CARB.
- Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines wherever possible.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

H.1. CULTURAL RESOURCES-HISTORIC RESOURCES

Project Design Features

No project design features are required.

Mitigation Measures

No mitigation measures are required.

H.2. CULTURAL RESOURCES-ARCHAEOLOGICAL RESOURCES

Project Design Features

No project design features are required.

Mitigation Measures

MM-1: If human remains or other archaeological resources are discovered at the Project Site during construction, work in that area of the construction site where the remains have been uncovered shall be suspended, and the City Public Works Department and County Coroner shall be immediately notified. If the remains are determined by the County Coroner to be Native American, NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Public Works

MM-2: A covenant and agreement shall be recorded prior to obtaining a grading permit stating that if any archaeological materials are encountered during the course of Project development, construction in that area of the construction site shall be halted. The

services of an archaeologist shall be secured by contacting the Center for Public Archaeology at the California State University, Fullerton, a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist to assess the resources, evaluate the potential impact (if any), and prescribe an appropriate method for preserving the resource either by removing the resource from where it is found or by documenting the resource before construction may again commence. Copies of the archaeological survey, study, or report shall be submitted to the South Central Coastal Information Center (SCCIC), located at the Department of Anthropology at the California State University, Fullerton.

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

MM-3: The Project's construction superintendent shall be instructed by an archaeologist or other qualified archaeological monitor regarding identification of conditions whereby potential archaeological resources could occur. The construction superintendent shall be sufficiently informed that he or she will be able to recognize when archaeological resources have been uncovered and require that grading be temporarily diverted around the resources site until the archaeological monitor has evaluated and, if warranted, recovered the resources. Other contractor personnel shall be briefed by the superintendent or other trained personnel on procedures to be followed in the event that archaeological resources or a previously unrecorded resource are encountered by earth-moving activities. The briefing shall be presented to new contractor personnel as necessary. The name and telephone number of the archaeological monitor shall be provided to appropriate contractor personnel. Similarly, and if necessary, the monitor shall be empowered to temporarily divert grading around an exposed fossil specimen to facilitate evaluation and, if warranted, recovery.

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

H.3. CULTURAL RESOURCES-PALEONTOLOGICAL RESOURCES

Project Design Features

No project design features are required.

Mitigation Measures

MM-4: If any paleontological materials are encountered during the course of the earth-moving activities, the Project shall be halted or the work shall be diverted to avoid the potential paleontological resources in order to allow the resources and their significance to be

assessed. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology at the University of Southern California, University of California, Los Angeles, California State University, Los Angeles, California State University, Long Beach, or the Los Angeles County Natural History Museum to assess the resources and evaluate the impact. Copies of the paleontological survey, study, or report shall be submitted to the Los Angeles County Natural History Museum. If paleontological resources are identified and determined to be significant, the paleontologist shall formulate a mitigation plan to mitigate impacts, which may include removing and preserving the paleontological resources in an appropriate manner. A covenant and agreement shall be recorded prior to obtaining a grading permit.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-5: The Project's construction superintendent shall be instructed by a paleontologist or other qualified paleontological monitor regarding identification of conditions whereby potential paleontological resources could occur. The construction superintendent shall be sufficiently informed that he or she will be able to recognize when paleontological resources have been uncovered and require that grading be temporarily diverted around the resource site until the monitor has evaluated and, if warranted, recovered the resources. Other contractor personnel shall be briefed by the superintendent or other trained personnel on procedures to be followed in the event that paleontological resources or a previously unrecorded resource are encountered by earth-moving activities. The briefing shall be presented to new contractor personnel as necessary. The name and telephone number of the paleontological monitor shall be provided to appropriate contractor personnel. Similarly, and if necessary, the monitor shall be empowered to temporarily divert grading around an exposed fossil specimen to facilitate evaluation and, if warranted, recovery.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

MM-6: All significant fossil specimens recovered at the Project Site as a result of the mitigation program shall be prepared, identified, curated, and catalogued in accordance with designated museum repository requirements.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

I.1. PUBLIC SERVICES-FIRE PROTECTION

Project Design Features

PDF-1: Maintenance of mechanical equipment in good operating condition with fully functional spark arresters shall be assured at all times.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department

PDF-2: During construction, the careful storage of flammable materials in appropriate containers and the immediate and complete cleanup of spills of flammable materials when they occur would be ensured.

Monitoring Phase: Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department

PDF-3: The Project shall provide adequate off-site public and on-site private fire hydrants and shall submit plot plans for Los Angeles Fire Department (LAFD) approval of access and fire hydrants.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department

Mitigation Measures

MM-1: During demolition and construction, LAFD access from major roadways and internal roadways shall remain clear and unobstructed.

Monitoring Phase: Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department

MM-2: The Applicant or its successor shall submit a plot plan to the LAFD prior to occupancy of the Project for review and approval that shall provide the capacity of the fire mains serving the Project Site and projected demands. Any required upgrades shall be identified and implemented prior to occupancy of the Project.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Department of Water and Power

MM-3: The design of the Project Site shall provide adequate access for LAFD equipment and personnel to the structure.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department

MM-4: No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along the path of travel, except for dwelling units, where travel distances shall be computed to the front door of the unit.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department

MM-5: The Applicant or its successor shall submit plot plans for LAFD approval of access and fire hydrants.

Monitoring Phase: Pre-Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department

MM-6: The Project shall provide adequate off-site public and on-site private fire hydrants.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department

MM-7: The Applicant or its successor shall install an automatic sprinkler system in accordance with Fire Code Section 57.118.11 and in conformance with LAFD Standard No. 59.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department

MM-8: Fire Code requirements that shall be implemented as part of the Project include compliance with all applicable state and local codes and ordinances, fire lane design (including width and clearances), fire hydrant locations, fire hydrant flow rates, access roads, turning areas, distances from street or fire lane to condominiums and hotels, requirements for accommodating LAFD equipment, and load bearing requirements for fire access areas to accommodate LAFD equipment.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department

I.2. PUBLIC SERVICES-POLICE PROTECTION

Project Design Features

PDF-4: The Applicant or its successor shall take precautions to prevent trespassing through construction sites.

Monitoring Phase: Construction
Enforcement Agency: Los Angeles Police Department
Monitoring Agency: Los Angeles Police Department

PDF-5: Temporary fencing shall be installed around the construction site.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-6: The Applicant or its successor shall deploy roving security guards on-site as another effective strategy in preventing problems from occurring.

Monitoring Phase: Construction
Enforcement Agency: Los Angeles Police Department
Monitoring Agency: Los Angeles Police Department

PDF-7: The Applicant or its successor shall employ construction security features, such as fencing, that would serve to minimize the need for Los Angeles Police Department (LAPD) services.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-8: The Project design shall address access control to proposed structures including parking areas, proposed security lighting, landscaping planning, and minimization of dead space to eliminate areas of concealment, and provision of security patrol throughout the Project Site, if needed.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Los Angeles Police Department

PDF-9: The Project shall include closed circuit TV monitoring in all buildings, key card security systems, alarms, and design of building entrances and open spaces to be open and in view of surrounding areas.

Monitoring Phase:	Pre-Construction, Construction and Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety Los Angeles Police Department

Mitigation Measures

MM-9: The Project design shall address access control to proposed structures including parking areas, security lighting, landscaping planning and minimization of dead space to eliminate areas of concealment, and provision of security patrol throughout the Project Site if needed. The *Design Out Crime Guidelines: Crime Prevention Through Environmental Design*, published by LAPD, shall be used for reference. All crime prevention features shall be reviewed and approved by LAPD prior to the issuance of a building permit.

Monitoring Phase:	Pre-Construction, Construction and Occupancy
Enforcement Agency:	Los Angeles Police Department
Monitoring Agency:	Department of Building and Safety

MM-10: Upon completion of the Project, the Applicant or its successor shall provide the LAPD's Central Area Commanding Officer with a diagram of all portions of the Project Site that includes access routes and any other applicable information that could facilitate police response.

Monitoring Phase:	Occupancy
Enforcement Agency:	Los Angeles Police Department
Monitoring Agency:	Los Angeles Police Department

MM-11: Prior to the issuance of a certificate of occupancy for each construction phase and on-going during operations, the Applicant or its successor shall develop an Emergency Procedures Plan to address emergency concerns and practices. The plan shall be subject to review by LAPD.

Monitoring Phase:	Pre-Construction, Construction and Occupancy
Enforcement Agency:	Los Angeles Police Department
Monitoring Agency:	Department of Building and Safety

I.3. PUBLIC SERVICES-SCHOOLS

Project Design Features

No project design features are required.

Mitigation Measures

MM-12: The Applicant or its successor shall pay all required school fees to the Los Angeles Unified School District (LAUSD).

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

I.4. PUBLIC SERVICES-PARKS AND RECREATION**Project Design Features**

No project design features are required.

Mitigation Measures

MM-13: The Applicant or its successor shall pay all applicable fees associated with the construction of the Project, including, but not necessarily limited to, Quimby fees, in accordance with the provisions applicable to each fee.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of Building and Safety

I.5. PUBLIC SERVICES-LIBRARIES**Project Design Features**

No project design features are required.

Mitigation Measures

No mitigation measures are required.

J.1. UTILITIES-WATER**Project Design Features**

PDF-1: The Applicant or its successor shall install new water meters as required.

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Department of Water and Power
Monitoring Agency:	Department of Water and Power

PDF-2: The Project shall include water conservation features in accordance with Title 24 of the California Code of Regulations (CCR). Further, the Project design shall incorporate energy efficient appliances in compliance with proposed amendments to the California Energy Code.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-3: The Applicant or its successor shall install plumbing and plumbing fixtures that shall meet the following requirements:

- Toilets. All toilets installed shall be high efficiency fixtures. The maximum flush volume for high efficiency toilets shall not exceed 1.28 gallons of water (effective) per flush (gpf).
- Urinals. All urinals installed shall be high efficiency fixtures. The maximum flush volume of high efficiency urinals shall not exceed 0.125 gpf.
- Faucets. All faucets in public restrooms must be self-closing. The flow rate for all indoor faucets shall be 2.2 gallons per minute (gpm) except as follows:
 - The maximum flow rate for private or private use lavatory faucets shall be 1.5 gpm (5.6 liter per minute);
 - The maximum flow rate for public use lavatory faucets, shall be 0.5 gpm. Exception: Metering faucets shall deliver not more than 0.25 gallon (1.0 liter) of water per cycle; and
 - The maximum flow rate for a pre-rinse spray valve installed in a commercial kitchen to remove food waste from cookware and dishes prior to cleaning shall be 1.6 gpm (6.0 liter per minute).
- Showerheads. All showerheads must be low-flow with a maximum flow rate that does not exceed 2.0 gpm. This requirement shall not apply to any emergency showerhead installed for health or safety purposes.
- Dishwashers.
 - 1. The maximum water use for high efficiency commercial dishwashers shall be in accordance with Table IV.J.1-1 (High Efficiency Commercial Dishwasher Use).
 - 2. The maximum water use per washing cycle for high efficiency domestic dishwashers shall be 5.8 gallons. All installed dishwashers must be Energy Star® rated.

- Cooling Towers. All cooling towers must be operated at a minimum of 5.5 cycles of concentration.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-4: The Applicant shall not use single pass cooling systems. Single-pass cooling systems are strictly prohibited for use in devices, processes, or equipment installed in commercial, industrial, or multi-family residential buildings. This prohibition shall not apply to devices, processes, or equipment installed for health or safety purposes that cannot operate safely otherwise.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-5: The Applicant or its successor shall use high efficiency clothes washers (Residential) – water savings factor of 5.0 or less;

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-6: The Applicant or its successor shall use rotating sprinkler nozzles landscape irrigation – 0.5 gpm;

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-7: The Applicant or its successor shall use drought tolerant and native plants for 25 percent of total landscaping;

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of City Planning
 Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-8: The Applicant or its successor shall use high efficient clothes washer (Commercial) – water savings factor of 7.5 or less;

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-9: The Applicant or its successor shall use cooling tower conductivity controllers or Cooling Tower pH Conductivity Controllers;

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-10: The Applicant or its successor shall use water-saving pool filter;

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-11: The Applicant or its successor shall use leak detection system for swimming pools and Jacuzzi;

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-12: The Applicant or its successor shall use drip/subsurface irrigation (Micro-Irrigation), weather-based irrigation controller, micro-spray and zoned irrigation; and

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-13: The Applicant or its successor shall use landscaping contouring to minimize precipitation runoff.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Water and Power
Department of Building and Safety

Mitigation Measures

MM-1: In the event that a land use exchange permitted under the Land Use Equivalency Program shows any net increase in water consumption, the Applicant or its successor shall identify additional measures that would reduce this net increase to zero or negative. LADWP shall certify to the Department of City Planning that the land use exchange, including such measures, will not result in a net increase in water demand, prior to the Department of City Planning approving the land use exchange under the Land Use Equivalency Program. Alternatively, the Applicant or its successor shall request and secure a new Water Supply Assessment approved by LADWP prior to approval of the land use exchange by the Department of City Planning.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of City Planning

J.2. UTILITIES-SEWER

Project Design Features

PDF-14: As part of the normal construction/building permit process, the Applicant or its successor shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's sewer flows during the construction and operation phases.

Monitoring Phase: Pre-Construction
Enforcement Agency: Bureau of Sanitation, Wastewater Division
Monitoring Agency: Department of Building and Safety

PDF-15: The Project shall implement any upgrades to the sewer system serving the Project that could be needed to accommodate the Project's sewer generation.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Bureau of Sanitation, Wastewater Division
Monitoring Agency: Department of Building and Safety

PDF-16: The Project shall additionally implement the water conservation measures that would also reduce sewer flows, as described in Section IV.J.1 (Utilities – Water) of the Draft EIR.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power

Mitigation Measures

No mitigation measures are required.

J.3. UTILITIES-SOLID WASTE

Project Design Features

PDF-17: The Applicant or its successor shall implement a demolition and construction debris recycling plan for all buildings constructed as part of the Project, with the explicit intent of requiring recycling during all phases of site preparation and building construction. Off-site recycling centers, such as asphalt or concrete crushers, would be utilized to provide crushed materials for roadbed base. In addition, trees unsuitable for relocation would be recycled and used for landscape mulch;

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Building and Safety

PDF-18: All structures constructed or uses established within any part of the Project shall be designed to be permanently equipped with clearly marked, durable, source sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials;

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Building and Safety

PDF-19: Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities; and

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Building and Safety

PDF-20: The Applicant or its successor shall continuously maintain in good order clearly marked, durable, and separate recycling bins on the same lot or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times for the collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Building and Safety

PDF-21: During occupancy and operations, the Project shall have a solid waste diversion rate target of 65 percent of non-hazardous materials.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Building and Safety

PDF-22: As part of the Project's pursuit of Leadership in Energy and Environmental Design (LEED) silver certification, the Project's construction waste management program shall recycle and/or salvage at least 75 percent of non-hazardous materials.

Monitoring Phase: Construction
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Building and Safety

Mitigation Measures

No mitigation measures are required.

J.4. UTILITIES-ELECTRICITY SUPPLY

Project Design Features

PDF-23: The Applicant or its successor shall design the building envelope, HVAC, lighting, other systems such as electric motor equipments, to maximize energy performance. Additionally, as part of the Project and to reduce its overall demand for electricity, the following electrical systems could be employed to meet the current 2008 Title 24 requirements or exceed the 2005 Title 24 requirements by 15 percent:

- Automatic and day-lighting controls and zoning;
- Cool roofs or high reflectance, high emittance roof surfaces in all low-slope applications;
- Basic building commissioning for electrical and mechanical equipment;
- Energy efficient heating and cooling systems, transformers, and indoor and outdoor lighting;
- Energy Star appliances;
- Energy efficient pumps and motors for pools and spas; and
- Other building envelope components such as glazing, insulation, and energy efficient windows.
- Install Energy Monitoring Dashboards to provide real-time and historical feedback to residents on their homes' energy consumption (applicable to residential condo units only).
- Provide education on energy efficiency.

Monitoring Phase:	Pre-Construction, Construction and Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Water and Power Department of Building and Safety

Mitigation Measures

No mitigation measures are required.

J.5. UTILITIES-NATURAL GAS SUPPLY

Project Design Features

PDF-24: The Applicant or its successor shall include all gas service lines required for the new gas meters. The Project shall add additional gas service lines from Figueroa Street and 7th Street to distribute gas throughout the Project Site;

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

PDF-25: The Applicant or its successor shall comply with State Energy Conservation Standards for New Residential and Non-Residential Buildings (Title 24, Part 6, Article 2, California Administrative Code, 2008) and exceed Title 24, Part 6, Article 2, California Administrative Code, 2005 by 15 percent;

Monitoring Phase:	Pre-Construction, Construction and Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Water and Power

PDF-26: The Applicant or its successor shall install energy efficient heating and cooling systems, appliances (e.g., Energy Star®), equipment, and control systems;

Monitoring Phase:	Pre-Construction, Construction and Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Water and Power

PDF-27: The Applicant or its successor shall specify low-flow water-usage fixtures, reducing water consumption and water heating fuel (natural gas);

Monitoring Phase:	Pre-Construction, Construction and Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Water and Power Department of Building and Safety

PDF-28: The Applicant or its successor shall use energy-efficient pumps and motors for, waste and storm water conveyance, fire water, domestic water, pools and spas;

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-29: The Applicant or its successor shall provide education on energy efficiency, water conservation, and waste recycling services; and

Monitoring Phase: Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-30: The Applicant or its successor shall commit to LEED Silver rating certification for Core and Shell for the office and hotel. Several potential energy conservation technologies and methods may include Enhanced Commissioning, Measurement & Verification, solar power, gas absorption chillers, and on-site generation systems.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power

Mitigation Measures

No mitigation measures are required.

K. ENVIRONMENTAL HAZARDS AND SAFETY

Project Design Features

PDF-1: Soil sampling shall be conducted prior to excavation activities in the areas of the abandoned State of California Underground Storage Tanks (USTs) and the boiler sumps. At least one soil sample shall be collected beneath the base of each of the three concrete lined boiler sumps and analyzed for metals and total petroleum hydrocarbons. Approximately four or more soil samples shall be collected beneath the two 10,000 gallon USTs (a minimum of one sample beneath each end of each UST) and analyzed for total petroleum hydrocarbons and volatile organic compounds. If soil impacts are reported during this sampling, then the associated area(s) shall be designated for remediation. If suspected contaminated soil is observed (i.e., by sight, smell, etc.) elsewhere during other excavation and grading activities, all construction activities within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented so as to render the area suitable for grading activities to resume. If contaminated soil is identified through soil

sample analysis at any location on the Project Site, the contaminated soil shall be evaluated and excavated/disposed of, or otherwise managed in accordance with all applicable regulatory requirements. Following excavation of the contaminated soils, confirmation soil samples shall be collected and analyzed to ensure all areas of contamination were removed.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-2: To assess the presence of methane gas in the soils to be excavated and the soils underlying the Project Site, a soil gas investigation shall be conducted at the Project Site prior to construction. The soil gas investigation shall include at a minimum four sampling locations spread out on each quadrant of the Project Site. Vapor samples shall be collected through the installation of vapor probes at depths of approximately 5 and 10 feet beneath the bottom of the existing parking garage and also 5 and 10 feet beneath the expected base of the proposed parking garage. In addition to collecting the vapor sample for analysis for methane, the vapor pressure shall also be measured to determine if there is positive pressure that is a potential driving force for methane migration in the subsurface. The California Department of Toxic Substances guidance documents for assessing methane at school sites indicates that a methane gas concentration of 5,000 parts per million and a vapor pressure of greater than 0.5 pounds per square inch are general guidelines for determining when remediation is recommended. If methane concentrations are measured above 5,000 parts per million (10 percent of the lower explosive limit) in the soils beneath the Project Site, then appropriate remediation measures shall be conducted during construction. During excavation activities, the work areas being excavated shall be monitored for methane with a field methane and oxygen gas meter to ensure methane gas levels do not accumulate above 5,000 parts per million. If methane is detected, then engineering measures such as fans or other air circulation systems shall be implemented to reduce the methane gas concentrations to below 5,000 parts per million.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-3: If methane gas concentrations in soil gas collected below the bottom of the eight-level parking garage structure are above 5,000 parts per million, the design of the building shall incorporate methane mitigation as required by the City Department of Building and Safety that could include active or passive sub slab vent systems and or vapor barriers. The appropriate level of mitigation shall be determined through communication with City Department of Building and Safety personnel.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-4: Prior to demolition of the existing structure, a demolition-level asbestos survey shall be conducted at the Project Site to identify asbestos containing materials. Destructive samples shall be collected of all suspected materials such as floor and ceiling tiles, insulation materials, roofing materials, and dry wall joint compound. If ACMs are detected, a licensed asbestos abatement contractor shall be retained to remove all ACMs from the Project Site during the Project's demolition phase.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-5: Prior to demolition, potentially polychlorinated biphenyl-containing oils shall be sampled and analyzed for polychlorinated biphenyls and the known polychlorinated biphenyl-containing transformers and any other polychlorinated biphenyl-containing oils would be handled and disposed of in accordance with state and federal laws during future demolition activities.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-6: Prior to demolition of the existing structure, a lead-based paint survey shall be conducted at the Project Site. The survey shall include the sampling of paint in various representative areas (e.g., hotel rooms, maintenance areas, offices, outside structures, etc.). The samples shall consist of paint chips physically removed from the walls and analyzed for lead. If lead-based paint is detected, a licensed lead-based paint abatement contractor shall be retained to remove all lead-based paint from the Project Site during the Project's demolition phase in accordance with all applicable regulations.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-7: Approximately 10,000 ballasts and nearly 20,000 fluorescent lights are present at the Project Site. During demolition activities, fluorescent lights and other similar materials would be collected and disposed of in accordance with state and federal laws and not introduced into general construction debris.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-8: All chemicals stored at the Wilshire Grand Hotel would be inventoried and disposed of in accordance with state and federal laws.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

Mitigation Measures

No mitigation measures are required.

L.1. HYDROLOGY AND WATER QUALITY-HYDROLOGY

Project Design Features

No project design features are required.

Mitigation Measures

No mitigation measures are required.

L.2. HYDROLOGY AND WATER QUALITY-WATER QUALITY

Project Design Features

PDF-1: Twenty-five-year post-development peak flows shall be controlled to levels that are equal to or less than existing conditions.

Monitoring Phase: Pre-Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-2: The Applicant or its successor shall include landscape features primarily with native/drought tolerant vegetation and trees, and treatment BMPs (i.e., bioretention planter boxes) shall be incorporated into landscape areas that would help reduce runoff volumes.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Bureau of Sanitation, Watershed Division
Monitoring Agency: Department of Building and Safety

PDF-3: The Applicant or its successor shall include treatment control BMPs such as bioretention planter boxes and proprietary stormwater media filtration systems to address the pollutants of concern for the Project. These BMPs shall be designed to minimize introduction of pollutants to the maximum extent practicable and to promote treatment and some volume reduction (given constraints on infiltration) to a level beyond the minimum SUSMP requirement.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Bureau of Sanitation, Watershed Division
Monitoring Agency: Department of Building and Safety

Project shall include a number of source control measures to control pollutants to the maximum extent practicable, including proper design of loading docks and trash storage areas, regular street sweeping of streets, parking areas, and pedestrian areas, proper storage and use of fertilizers and pesticides used in common area landscaping, use of native and/or non-invasive vegetation, and directing parking lot and road runoff to vegetated areas as feasible.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-4: Roof runoff shall be directed to vegetated planter boxes located in common areas to the extent feasible (no space constraints).

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Bureau of Sanitation, Watershed Division
Monitoring Agency: Department of Building and Safety

Only inert construction materials for exposed surfaces shall be used. No copper and zinc roofing materials and/or down spouts and no pressure treated woods shall be used.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-5: The Applicant or its successor shall provide building tenants with public education materials (available from the City of Los Angeles Bureau of Sanitation) on water quality.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-6: The introduction of pollutants of concern into the underlying groundwater shall be minimized by: 1) use of efficient irrigation systems (soil moisture or climate controlled) to reduce overwatering; 2) restrictions on the use of fertilizers and pesticides in landscape areas; and 3) selection of native and drought-tolerant plants to reduce watering needs and fertilizer applicant.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-7: The Project shall comply with all NPDES Permit and waste discharge requirements for temporary or permanent groundwater dewatering (of required) and with the Construction General Permit.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-8: All storm drain inlets and water quality inlets shall be stenciled or labeled. No public access points shall be located along channels within the Project area.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-9: The Applicant or its successor shall be responsible for maintaining storm drain stencils within their property.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-10: All trash facilities shall be covered and isolated from stormwater runoff.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-11: The Applicant or its successor shall be responsible for ensuring the ongoing maintenance of BMPs.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-12: Stormwater treatment facilities shall be designed to meet or exceed the sizing standards in the SUSMP manual. The size of the facilities shall be finalized during the design stage by the Project's engineer with the final hydrology study, which shall be prepared and approved to ensure consistency with the EIR analysis prior to issuance of a final grading permit.

Monitoring Phase: Pre-Construction
Enforcement Agency: Bureau of Sanitation, Watershed Division
Monitoring Agency: Department of Building and Safety

Volume-based treatment control BMPs for the Project shall be designed to collect and treat, at a minimum, the volume of runoff produced from a 0.75-inch storm event at a minimum, prior to its discharge to a stormwater conveyance system.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Bureau of Sanitation, Watershed Division
Monitoring Agency: Department of Building and Safety

Flow-based BMPs shall be sized to collect and treat the flow of runoff produced from a rain event equal to at least 0.2 inches per hour intensity.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Bureau of Sanitation, Watershed Division
Monitoring Agency: Department of Building and Safety

Loading dock areas shall be covered or would be isolated from storm runoff (restrict run-on and runoff). Direct connections to storm drains from depressed loading docks (truck wells) shall be prohibited.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-13: Below grade loading docks for fresh food items shall drain through a Treatment Control BMP applicable to the use, such as a catch basin media filtration system.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Bureau of Sanitation, Watershed Division
Monitoring Agency: Department of Building and Safety

Loading docks shall be kept in a clean and orderly condition through weekly sweeping and litter control, at a minimum. Spills and broken containers shall be cleaned immediately without the use of water that would drain to the storm sewers.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-14: Commercial areas shall not have repair/maintenance bays or the bays shall comply with design requirements.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-15: Minor routine maintenance of service vehicles such as oil changes, shall be conducted in designated areas indoors in the subterranean parking structure, and shall be isolated from the storm drain system. Any floor drains in the maintenance area shall be plumbed to the sanitary sewer system.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-16: Hotel laundry facilities shall be indoors and shall be isolated from the storm drain system.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-17: The vehicle/equipment wash areas shall comply with design standards intended to isolate wastewater from the storm drain system. All drainage from wash areas shall be treated in a clarifier and discharged to the sanitary sewer.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-18: Food preparation areas shall have either contained areas or sinks, each with sanitary sewer connections for disposal of wash waters containing kitchen and food wastes. If wash areas are located outside, the containment areas or sinks shall also be structurally covered to prevent entry of storm water. Adequate signs shall be provided and appropriately placed stating the prohibition of discharging washwater to the storm drain system.

Monitoring Phase: Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-19: Any sumps, drains, or pumping from the subterranean structure shall be plumbed and/or pumped to the sanitary sewer system.

Monitoring Phase: Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

Mitigation Measures

No mitigation measures are required.

M. BIOLOGICAL RESOURCES

Project Design Features

PDF-1: At least 58 trees, at a minimum size of 24-inch boxes, shall be planted in conformance with the recommendation provided in the *Tree Inventory and Assessment*.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Bureau of Street Services, Urban Forestry Division
Monitoring Agency: Department of City Planning
 Bureau of Street Services

Mitigation Measures

MM-1: Placement of signage shall not interfere with the canopies of adjacent street trees.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning
 Bureau of Street Services

MM-2: If lateral branches of street trees are removed below a height of 12 feet above the sidewalk elevation, then: a) no removed branch may be a diameter of more than ¼ of the trunk diameter or three inches, whichever is less, and b) the total tree height must be three times the clear trunk height.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Bureau of Street Services, Urban Forestry Division
Monitoring Agency: Department of City Planning
 Bureau of Street Services

MM-3: Any tree that is topped or headed back on the sides to expose signs shall be replaced by the sign owner with a tree equal in size to the original tree's height and canopy.

Monitoring Phase:	Occupancy
Enforcement Agency:	Bureau of Street Services, Urban Forestry Division
Monitoring Agency:	Department of City Planning Bureau of Street Services

N. POPULTION, HOUSING AND EMPLOYEMENT

Project Design Features

No project design features are required.

Mitigation Measures

No mitigation measures are required.

O. CLIMATE CHANGE

Project Design Features

PDF-1: As a means to reduce emission from mobile sources, the Applicant or its successor shall provide:

- Flexible work schedules and telecommuting programs;
- Alternative work schedules;
- Pedestrian-friendly environment;
- Bicycle amenities, such as bicycle racks, lockers, showers, etc.;
- Rideshare/carpool/vanpool promotion and support;
- Mixed-use development;
- Education and information on alternative transportation modes;
- Transportation Management Information Center (TIC);
- Transportation Coordination Program;
- Discounted employee transit passes for eligible employees; and
- Guaranteed Ride Home Program.

Monitoring Phase:	Pre-Construction and Occupancy
Enforcement Agency:	Los Angeles Department of Transportation
Monitoring Agency:	Los Angeles Department of Transportation

PDF-2: For the residential dwelling units and office tenants, the Applicant or its successor shall meet the 2008 Standards for Title 24 Part 6 energy efficiency standards and shall exceed the 2005 Standards by at least 15 percent. Specifically, the Project shall use at least 20 percent green power. The 20 percent usage shall be achieved through a combination of LADWP's RPS commitment and the Project's participation in LADWP's Green Power

Program. Further, appliances in the residential dwelling units shall be Energy Star® rated.

Monitoring Phase: Pre-Construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power

PDF-3: The Applicant or its successor shall incorporate low-flow water fixtures, such as toilets, urinals, faucets, and showerheads, as well as high-efficiency appliances, such as dishwashers.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power
 Department of Building and Safety

PDF-4: Wood burning fireplaces and stoves shall be prohibited within the Project.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

PDF-5: The Applicant or its successor shall use energy efficient pumps and motors for waste/stormwater conveyance, fire water, domestic water, pools, and spas.

Monitoring Phase: Pre-Construction and Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Water and Power