II. Project Description

A. Introduction

The purpose of this section is to define the characteristics of the 3rd and Fairfax Mixed-Use Project (Proposed Project). As discussed below, the Proposed Project would involve the construction and operation of a new mixed-use development within the eastern portion of the existing Town & Country Shopping Center (Center or Project Site) that is currently developed with retail and commercial uses. The proposed development activities would be limited to the eastern portion of the Center (referred to as the Development Site in this Draft EIR) and would include the demolition of 151,048 square feet of existing retail uses and the construction of a mid-rise, eight-story mixed-use structure with two levels of subterranean parking, for a maximum height of 100 feet. The residential component of the Proposed Project would include up to 331 multi-family dwelling units and 83,994 square feet of newly developed commercial space for a total new floor area of 426,994 square feet. The western portion of the Project Site would remain and is not proposed to be demolished, altered, or developed as part of the Proposed Project.

The following section includes the following information: (a) the location and boundaries of the Center and Project Site, (b) a description of the existing zoning and land uses that occur on site and in the immediate Project Site vicinity, (c) a detailed account of the characteristics of the Proposed Project, (d) a statement of the Proposed Project's Project Objectives, (e) a discussion of the Proposed Project's construction activities and timeline, and (f) a list of anticipated discretionary actions required to implement the Proposed Project.

B. Environmental Setting

1. Project Location and Surrounding Uses

a) Project Location

The Project Site is located at 300-370 S. Fairfax Avenue; 6300-6370 W. 3rd Street; and 347 S. Ogden Drive in the City of Los Angeles, California. The Project Site is comprised of one legal lot, which includes seven Assessor's Parcel Numbers (APN) 5509-018-003,

5509-018-004, 5509-018-005, 5509-018-009, 5509-018-010, 5509-018-012, and 5509-018-013, and is legally described as Lot PT 12 of Tract TR 215. The Project Site includes approximately 327,121 square feet of area (7.51 acres) and is generally bounded by W. 3rd Street to the north, S. Ogden Drive to the east, the Hancock Park Elementary School to the south, and S. Fairfax Avenue to the west. The Project Site's property addresses, APNs and land uses are summarized in Table II-1, Summary of the Project Site Area.

The proposed Development Site occupies the eastern portion of the Project Site and includes 137,280 square feet (3.15 acres) of lot area. The boundaries of the Project Site and the proposed Development Site are depicted in Figure II-1, Project Location Map.

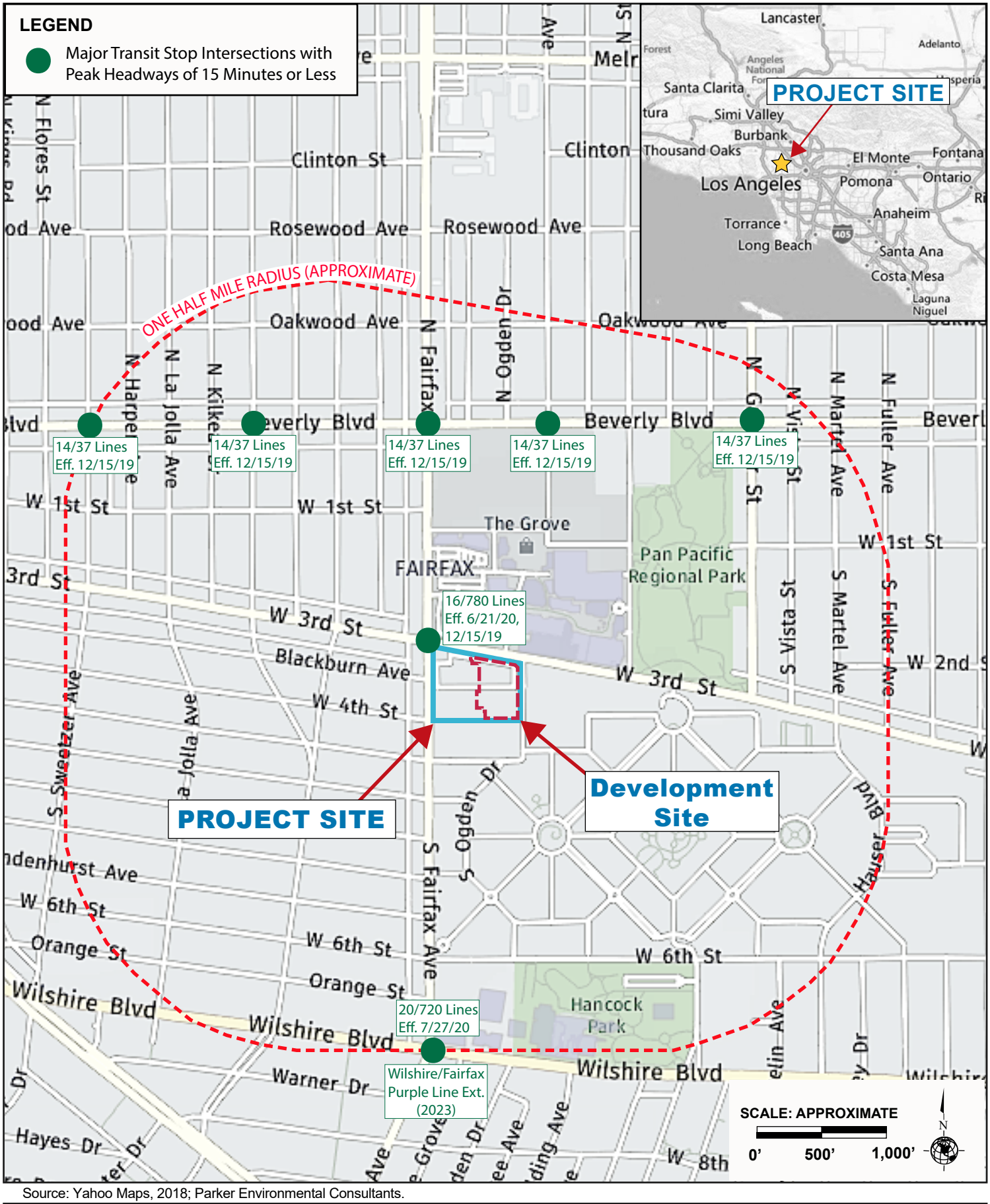
Table II-1
Summary of Project Site Area

Addresses	*APN*	*Existing Land Use*
No Address	5509-018-003	Surface parking lot
No Address	5509-018-004	Surface parking lot
300 S. Fairfax Avenue	5509-018-005	One-story commercial/retail building
347 S. Ogden Drive 370 S. Fairfax Avenue 6300-6302 W. 3rd Street 6310-6328 W. 3rd Street 6332-6360 W. 3rd Street 6370 W. 3rd Street	5509-018-009	One-story commercial/retail building with outdoor patio
No Address	5509-018-010	Private Driveway
No Address	5509-018-012	One-story commercial/retail building
No Address	5509-018-013	One-story commercial/retail building

Sources: (1) City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed May 2018; and (2) MVE+ Partners, April 10, 2020.

(1) Regional and Local Access

The Project Site is located approximately seven miles east of downtown Los Angeles and approximately nine miles west of the Pacific Ocean. Primary vehicular access to the Project Site is provided by the Santa Monica Freeway (I-10) located approximately 2.5 miles to the south and the Hollywood Freeway (US-101) located approximately three miles to the northeast of the Project Site. The City's Mobility Element of the General Plan (Mobility Plan 2035) classifies street designations in the project vicinity. Primary street



Source: Yahoo Maps, 2018; Parker Environmental Consultants.

Figure II-1
Project Location Map

access is provided by S. Fairfax Avenue, W. 3rd Street, and S. Ogden Drive. South Fairfax Avenue, which borders the Project Site to the west, is a two-way street providing two travel lanes in each direction. Within the Project area, S. Fairfax Avenue is classified as an Avenue II roadway in the Mobility Plan 2035. West 3rd Street, which borders the Project Site to the north, is a two-way street providing two to three travel lanes in each direction. Within the Project area, W. 3rd Street is designated as an Avenue II roadway in the Mobility Plan 2035. South Ogden Drive, which borders the Project Site to the east, is a two-way street providing one travel lane in each direction. South Ogden Drive is designated as a Local Street - Standard in the Mobility Plan 2035. Street parking is provided along S. Fairfax Avenue with some restrictions. Other major streets include Wilshire Boulevard, located approximately 0.5 miles to the south; La Brea Avenue, located approximately 0.9 miles to the east; Beverly Boulevard, located 0.3 miles to the north; and La Cienega Boulevard, located approximately 0.9 miles to the west.

b) Existing Uses

As shown in Figure II-2, the Project Site is currently developed with five (5) commercial and retail buildings with an associated surface parking lot. The existing structures within the Project Site have a combined floor area of approximately 214,736 square feet.

On the western portion of the Project Site, a one-story building, containing approximately 14,496 square feet, is occupied by a CVS pharmacy/drug store. South of the CVS pharmacy building is an adjacent one-story retail building containing approximately 1,746 square feet, and a separate storage shed with approximately 900 square feet. The retail space east of the CVS pharmacy building is occupied by a 40,104 square foot Whole Foods grocery store. In addition, there is a one-story bank, containing approximately 6,442 square feet located at the corner of S. Fairfax Avenue and W. 3rd Street. All of these uses on the western portion of the Project Site would remain.

On the eastern portion of the Project Site, there is a two-story commercial building with a basement that contains approximately 131,873 square feet and was occupied by a K-Mart store that closed in November 2018. There is also a combined outdoor patio space and 19,175 feet of retail shops between the Whole Foods building and the remaining retail buildings. All of these existing uses on the eastern portion of the Project would be demolished.

The remainder of the Project Site is improved with an existing paved surface parking lot. The entire parking lot contains 497 spaces. The eastern portion of the Project Site contains 237 spaces and the western portion contains 260 spaces. Accordingly, in the existing condition, there are 237 parking spaces located on the Development Site.

A summary of the existing land uses within the Project Site is provided in Table II-2, below.

Table II-2
Summary of Existing Uses within the Project Site

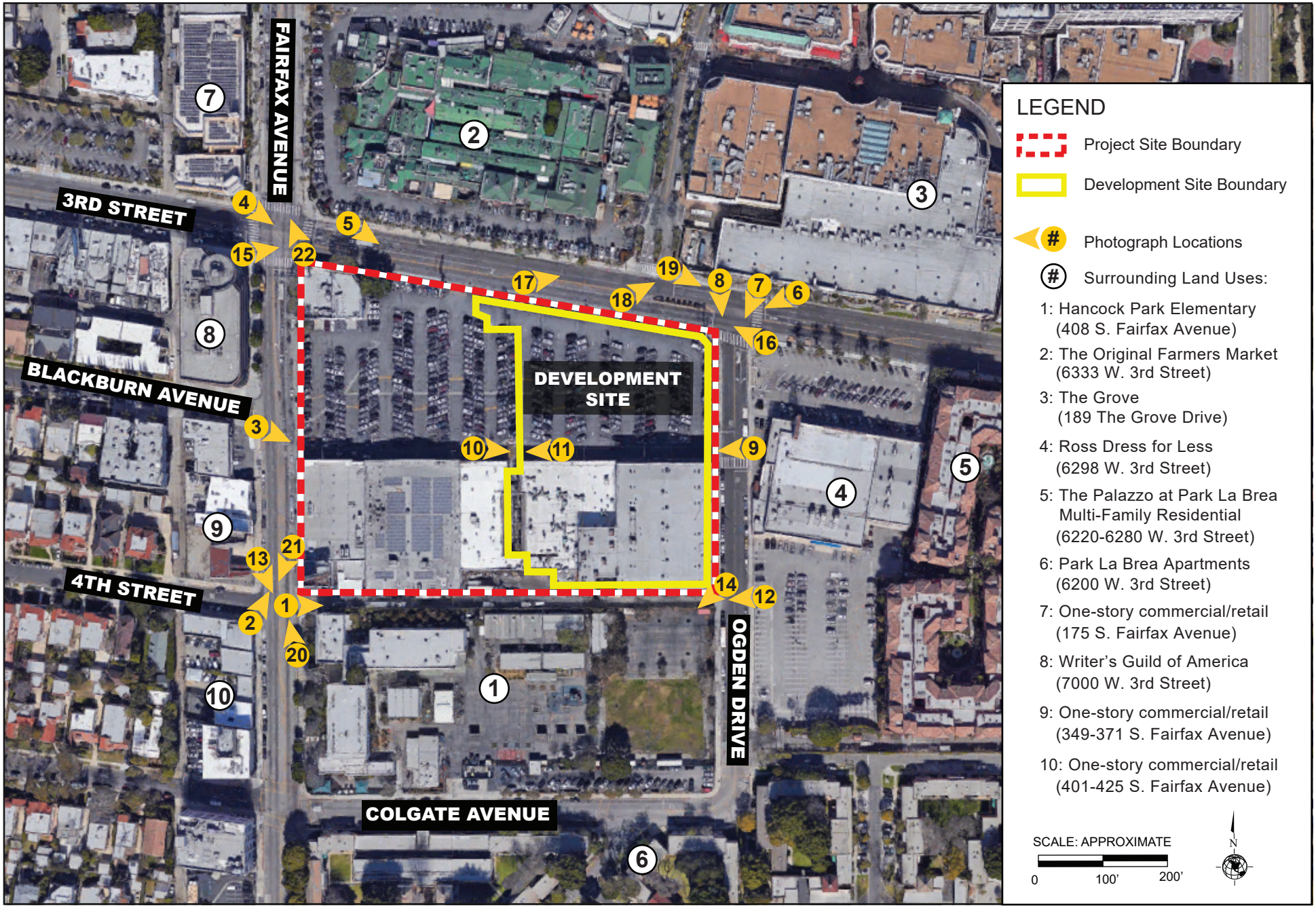
Existing Uses	Size (square feet)
Western Portion (to remain)	
Drug Store/Pharmacy	14,496
Adjacent Corner Building	1,746
Grocery Store/Patio Shops West	40,104
Storage Shed	900
Corner Pad Buildings (Bank)	6,442
Subtotal Western Portion	**63,688**
Eastern Portion (Development Site)	
Patio Shops East [a]	19,175
K-Mart building	131,873
Subtotal Eastern Portion	**151,048**
Total	**214,736**

[a] *Patio Shops East includes 13,090 square feet of retail and 6,085 square feet of restaurant space.*
Source: MVE+ Partners, June 1, 2020.

Vehicular access to the Project Site is provided via two driveways on the east side of S. Fairfax Avenue (one providing access to the main parking lot and one to the loading driveway), two driveways on the south side of W. 3rd Street (providing access to the main parking lot), and two driveways on the west side of S. Ogden Drive (one providing access to the surface parking lot and one providing access to the loading driveway). Photographs of the Project Site are shown in Figure II-3 and Figure II-4.

According to the Protected Tree Report there are no protected trees on the Project Site pursuant to the City's Native Tree Protection Ordinance No. 177404.[1] There are 13 non-protected trees on the Project Site (five Canary Pine, one Aleppo Pine, and seven Mexican Fan Palm species).[2] In addition, there are three street trees (Indian Laurel Fig

[1] *The Tree Resource, Protected Tree Report, May 2018 contained in Appendix A-A to this Draft EIR.*
[2] *The term non-protected trees includes tree species that are over 8" in diameter that are not identified as protected tree species in Ord. 177404.*



Source: Google Earth, Aerial View, 2018; Parker Environmental Consultants.

Figure II-2
Aerial Photograph of the Project Site and Surrounding Land Uses

species) in the public right-of-way adjacent to the Project Site (two fronting S. Fairfax Avenue and one fronting W. 3rd Street). There are seven non-protected significant trees located on the Development Site. Those trees would be removed and replaced as part of the Project pursuant to the standards of the City's Board of Public Works, Urban Forestry Division.

The Project Site is located within the Salt Lake Oil Field. There are two plugged oil and gas production wells located within the northern portion of the Project Site. These wells have been identified as Chevron USA Well Numbers 99 and 102.

c) Surrounding Uses

The properties surrounding the Project Site include commercial/retail uses, multi-family residential uses, a school, offices, and surface parking lots. Photographs of the land uses immediately surrounding the Project Site are provided in Figure II-5 and Figure II-6, Photographs of the Project Site.

North: Properties to the north of W. 3rd Street are zoned C2-2D-O with a General Plan Land Use designation of Community Commercial, similar to the Project Site; and developed with the Original Farmers Market, comprised of one- to two-story commercial buildings and a surface parking lot, and the Grove, comprised of one- to three-story commercial buildings and an eight level parking lot. See Figure II-5, Views 15 through 18.

West: Properties to the west of S. Fairfax Avenue are zoned C2-1VL-O and C2-1LD-O with a General Plan Land Use designation of Neighborhood Office Commercial; and developed with the Writer's Guild office building. Properties further to the west are zoned R2-1-O, [Q]R3-1-O, and R3-1-O with a General Plan Land Use designation of Medium Residential; and developed with residential uses. See Figure II-6, Views 20 through 22.

East: South Ogden Drive borders the Project Site to the immediate east. Properties to the east of S. Ogden Drive are zoned [Q]C2-2D with a General Plan Land Use designation of Community Commercial, similar to the Project Site; and developed with a one-story commercial building with surface parking lots and four five-story multi-family residential buildings. Properties to the southeast are zoned RD1.5-1-O with a General Plan Land Use designation of Medium Residential; and developed with five-story multi-family residential buildings (Park La Brea housing complex). See Figure II-6, View 19.

View 1: On the east side of Fairfax Avenue looking east at the Project Site and adjacent driveway.

View 2: On the west side of Fairfax Avenue looking northeast at the Project Site.

View 3: On the east side of Fairfax Avenue looking east at the Project Site.

View 4: On the northwest corner of 3rd Street and Fairfax Avenue looking southeast at the Project Site.

View 5: On the north side of 3rd Street looking southeast at the Project Site.

View 6: On the north side of 3rd Street looking southwest at the Project Site.

Source: Parker Environmental Consultants, June 5, 2018.

Figure II-3
Photographs of the Project Site, Views 1-6

View 7: On the north side of 3rd Street looking south at the Project Site.

View 8: On the north side of 3rd Street looking south at the Project Site and Ogden Drive.

View 9: On the east side of Ogden Drive looking west at the Project Site.

View 10: On the Project Site looking east at the on-site eastern commercial properties proposed for demolition.

View 11: On the Project Site looking west at the on-site western commercial properties to be retained and renovated.

View 12: On the east side of Ogden Drive looking west at the Project Site and adjacent driveway.

Source: Parker Environmental Consultants, June 5, 2018.

Figure II-4
Photographs of the Project Site, Views 7-12

View 13: On the west side of Fairfax Avenue looking south at the property south of the Project Site.

View 14: On the north side of the adjacent alleyway looking southwest at the property south of the Project Site.

View 15: On the southwest corner of 3rd Street and Fairfax Avenue looking northeast at the properties north of the Project Site.

View 16: On the south side of 3rd Street looking northwest at the properties north of the Project Site.

View 17: On the south side of 3rd Street looking east at the properties north of the Project Site.

View 18: On the south side of 3rd Street looking northeast at the properties northeast of the Project Site.

Source: Parker Environmental Consultants, June 5, 2018.

Figure II-5
Photographs of the Surrounding Land Uses, Views 13-18

View 19: On the north side of 3rd Street looking east at the properties east of the Project Site.

View 20: On the east side of Fairfax Avenue looking northwest at the properties west of the Project Site.

View 21: On the east side of Fairfax Avenue looking south at the properties southwest of the Project Site.

View 22: On the southeast corner of 3rd Street and Fairfax Avenue looking north at the properties northwest of the Project Site.

Source: Parker Environmental Consultants, June 5, 2018.

Figure II-6
Photographs of the Surrounding Land Uses, Views 19-22

South: The property immediately abutting the Project Site to the south is the Hancock Park Elementary School, comprised of one- to two-story buildings. The elementary school is zoned PF- 1XL-O with a General Plan Land Use designation of Public Facilities. Properties further south, across Colgate Avenue are zoned RD1.5-1-O with a General Plan Land Use designation of Low Medium II Residential; and are developed with two-story, townhome style multi-family residential buildings (Park La Brea housing complex). See Figure II-5, Views 13 and 14.

2. Land Use and Zoning

a) Regulatory Setting

Land use development within the City of Los Angeles is regulated by the Los Angeles Municipal Code (LAMC), the City of Los Angeles General Plan (General Plan), and 35 separate community plans that comprise the Land Use Element of the General Plan. The Project Site is located within the Wilshire Community Plan Area (Community Plan) of the City of Los Angeles. A description of the applicable development regulations and policies set forth by the LAMC and applicable planning documents is provided below.

(1) City of Los Angeles Municipal Code

The LAMC sets specific requirements and standards for development projects within the City, such as zoning laws, construction standards, open space, and parking requirements. The LAMC is amended by ordinances and is enforced by the City. The Project Site is located in the C2-1-O (Commercial) Zone with a General Plan land use designation of Community Commercial. The C2 Zone permits C1.5 uses, retail with limited manufacturing, service stations and garages, churches, schools, auto sales, and R4 uses. Pursuant to LAMC Section 12.13.5, residential uses associated with an R4 Zone (multi-family) are permitted in the C2 Zone provided that all regulations of the R4 Zone are complied with. The O Zone overlay designation allows for oil well production uses.

There is no building height limit for the underlying C2 zone. The "-1" designation indicates that the Project Site is located in Height District 1, which, according to LAMC Section 12.21.1, does not specify a maximum height and prohibits the total floor area from exceeding 1.5 times the buildable area of the lot. The Project Site includes approximately 327,121 square feet of lot area (7.51 acres). The Development Site is the eastern 3.15 acres of the total 7.51 acres on the Project Site. The Development Site is where construction and operation of the Project would occur.

Pursuant to the LAMC, the Project Site has an allowable floor area ratio (FAR) of 1.5:1, which would allow a total floor area of 490,682 square feet. The Proposed Project would

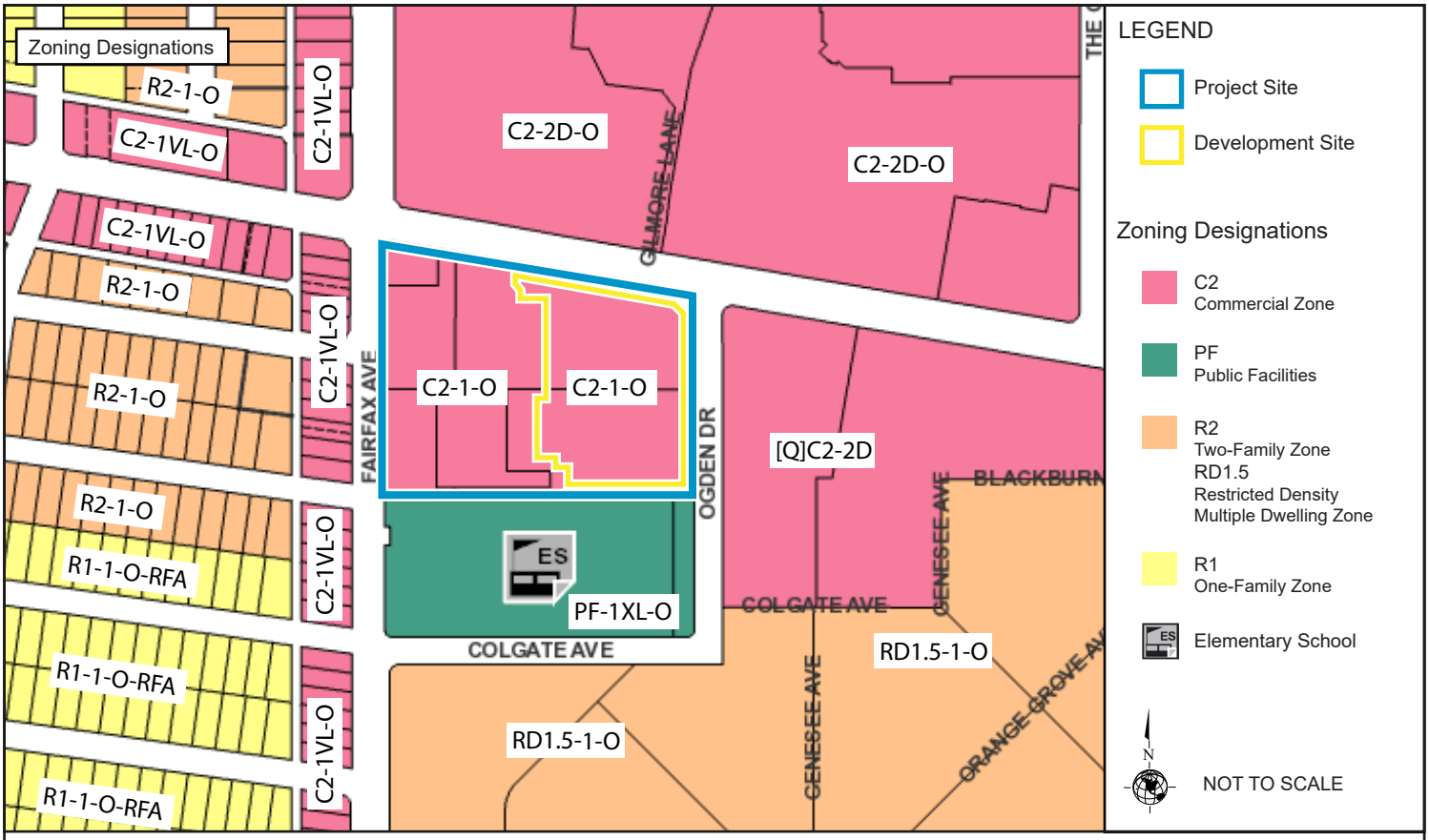
include a total of 426,994 square feet of new construction. There is 63,688 square feet of existing commercial retail that would remain on the Project Site. Therefore, the combination of uses to remain plus uses proposed with the Project equals a total of 490,682 square feet of floor area on the Project Site after the Project is built, which is consistent with the FAR of 1.5:1 permitted by the LAMC. Figure II-7, Zoning and General Plan Land Use Designations, shows the existing zoning for the Project Site and the surrounding property.

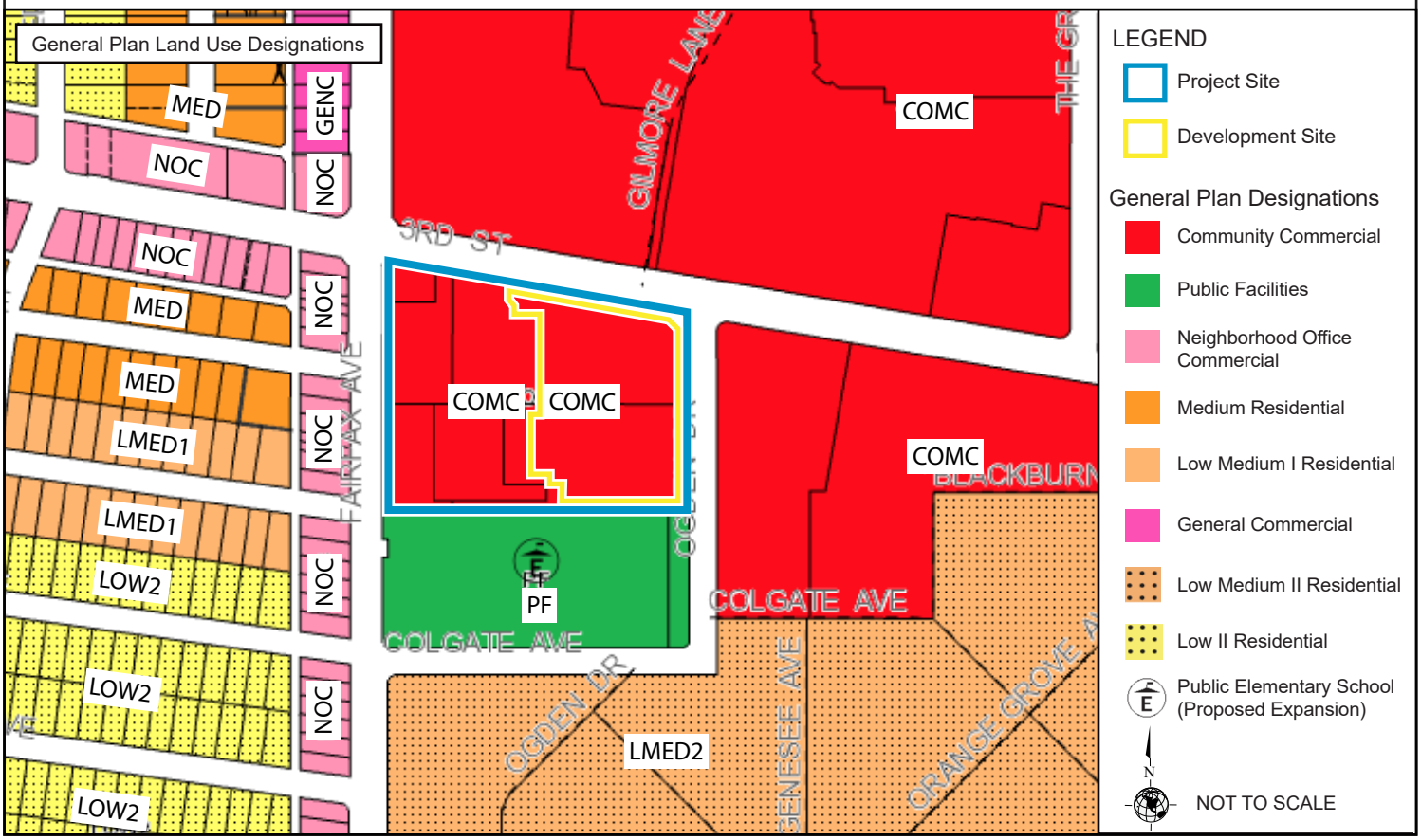
(a) Transit Priority Area (ZI No. 2452)

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

The Project Site is an infill site within a Transit Priority Area as defined by Senate Bill 743 (SB 743).[3] The bus service in the vicinity is operated primarily by the Los Angeles County Metropolitan Transportation Authority (Metro) and City Department of Transportation (LADOT). Specifically, as shown in Figure II-1, Project Location Map, major transit stops that serve the Project Site include the Metro Rapid bus line 780, located on S. Fairfax Avenue; and Metro local bus lines 16 and 316, located on W. 3rd Street, and Metro local bus line 14, located on Beverly Boulevard. Other Metro local bus lines not defined as a major transit stops include: Metro Lines 217, 218, and 17. Additionally, the Project Site is

[3] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed May 2018.*





Source: Zimas, City of Los Angeles, Department of City Planning, 2018; Parker Environmental Consultants.

Figure II-7
Zoning and General Plan Land Use Designations

also served by LADOT DASH Fairfax bus route, which includes a stop adjacent to the Project Site and provides service throughout the Mid-City West community. The Project Site is also located less than 0.5 mile north of the planned Metro Purple Line Wilshire/Fairfax Station, which is currently under construction and anticipated to be operational by 2023.[4]

(b) California Geologic Energy Management Division

The Project Site is also located in the California Geologic Energy Management Division (CalGEM) approval area per the Department of City Planning's Zoning Information File ZI No. 1195, which requires approval and clearance by CalGEM, prior to permit issuance for the Proposed Project. Clearance would include filing a construction site review application. The Project Site is located in an oil-drilling field, specifically the Salt Lake Oil Field. Two plugged and abandoned oil wells are located on the Project Site (Well No. 99 and 102); however only Well No. 99 is located within the Development Site.[5] No oil drilling activities currently occur on the Project Site.[6]

(2) City of Los Angeles General Plan

Whereas the LAMC is an overarching document that provides specific requirements and standards for all aspects of living, working, and city function (including development) within the City, the City of Los Angeles General Plan (General Plan) is a comprehensive, long-range declaration of purposes, policies, and programs to guide future development and growth within the City. The General Plan consists of 11 elements, which include a Framework Element, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Service Systems Element / Public Recreation Plan, Safety Element, Mobility Element (Mobility Plan 2035), a Plan for a Healthy Los Angeles, and the Land Use Element.[7] The Land Use Element is comprised of 35 Community Plans.[8] The elements that would be most applicable to the Proposed Project are the Housing Element, the Mobility Plan 2035, and the Land Use Element. As shown in Figure II-7, Zoning and General Plan Land Use Designations, the General Plan land use designation for the Project Site is Community Commercial, which corresponds with the C2 Zone.

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4 *Metro, Purple Line Extension Purple Line Fact Sheet, accessed July 2019.*

5 *CalGEM Well Finder, website: https://maps.conservation.ca.gov/doggr/wellfinder/#close, accessed April 2018.*

6 *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, May 2018.*

7 *The following seven of the 11 General Plan elements are mandated by the State of California: land use, housing, circulation, conservation, noise, safety, and open space.*

8 *City of Los Angeles, Department of City Planning, General Plan Elements, website, accessed July 2019.*

(a) Wilshire Community Plan

The Project Site is located within the Wilshire Community Plan ("Community Plan") area of the City of Los Angeles. The Community Plan sets forth planning goals, objectives, policies, programs, and design guidelines that pertain to the Wilshire Community. Broader planning issues, goals, objectives and policies are provided by the Citywide General Plan through its Framework Element. The Community Plan area is bounded by Melrose Avenue and Rosewood Avenue to the north; 18th Street, Venice Boulevard and Pico Boulevard to the south; Hoover Street to the east; and the Cities of West Hollywood and Beverly Hills to the west. According to the Community Plan, the area is characterized by low to medium density residential uses with areas of higher density residential uses. Long narrow corridors of commercial activity can be found along major boulevards including Wilshire, Pico and La Cienega Boulevards; and Western and Vermont Avenues. The plan area east of Western Avenue contains large concentrations of higher-density residential neighborhoods surrounding the regional commercial area known as Wilshire Center.

The principal method for the implementation of the Wilshire Community Plan Maps, particularly the land use map, is the City Zoning Code. Together, the City Zoning Code and the City Zoning Maps identify the specific types of land use and development standards applicable to specific areas and parcels of land within the Wilshire Community Plan Area.[9]

C. Project Objectives

1. Proposed Project

The underlying purpose of the Proposed Project is to transform an aging commercial retail center into an integrated smart-growth[10], mixed-use development that provides mid-rise residential, retail and restaurant uses in the Wilshire Community Plan area of the City of Los Angeles. The following Project-specific objectives have been identified:

[9] *City of Los Angeles, Department of City Planning, Wilshire Community Plan, pg.II-3, 2001*

[10] *SCAG's 2016-2040 RTP/SCS cites the following "Smart Growth" principles as developed by the Smart Growth Network: 1. Mix land uses, 2. Take advantage of compact building design, 3. Create a range of housing opportunities and choices, 4. Create walkable neighborhoods, 5. Foster distinctive, attractive communities with a strong sense of place, 6. Preserve open space, farmland, natural beauty, and critical environmental areas, 7. Strengthen and direct development towards existing communities, 8. Provide a variety of transportation choices, 9. Make development decisions predictable, fair, and cost effective, and 10. Encourage community and stakeholder collaboration in development decisions.*

1. Provide “smart-growth” infill development that is generally consistent with the zoning and land use designation identified in the Wilshire Community Plan for the Development Site;

2. Enhance and activate an existing commercial retail center by replacing a portion of the existing surface parking lot and commercial uses with an economically viable and aesthetically attractive mixed-use development that will be physically and programmatically compatible with the existing on-site uses to remain as well as surrounding uses in the vicinity;

3. Improve the visual appearance and appeal of the neighborhood by replacing older commercial buildings with a modern mid-rise building and providing enhanced streetscape design and pedestrian-oriented amenities;

4. Support a reduction in vehicle miles traveled by providing high-density multi-family housing and employment opportunities in a designated Transit Priority Area;

5. Create an arrangement of land uses and new development that encourage and contribute to the economic, social, and physical health of the expanding residential community in the Wilshire Community Plan area;

6. Create a sustainable neighborhood with scalable design that fits with the unique context of the adjacent on- and off-site land uses.

7. Maximize the provision of housing units on an urban infill site to increase multi-family housing supply for the City and Wilshire Community Plan area.

D. Description of the Project

1. Project Overview

The Project Site is comprised of one legal lot, including sevens APNs totaling 327,121 square feet in lot area. The Project Site is currently developed with 214,736 square feet of commercial retail uses. The westerly portion of the Project Site is currently developed with 63,688 square feet of commercial retail uses. These uses would remain and would not be demolished, altered, or developed as part of the Proposed Project. The easterly portion of the Project Site (the Development Site) is currently developed with 151,048 square feet of commercial retail uses. These uses would be demolished and replaced as part of the Proposed Project.

More specifically, the Proposed Project includes the demolition of the two existing buildings, comprised of approximately 151,048 square feet of commercial space, and the

partial demolition of an existing surface parking lot located on the Development Site. The Proposed Project would then construct an eight-story mixed-use building containing up to 83,994 square feet of new commercial space and 331 residential dwelling units for a total new floor area of 426,994 square feet within the Development Site. Parking for the Proposed Project would be provided on the Development Site within three levels of above-grade parking and two levels of subterranean parking.

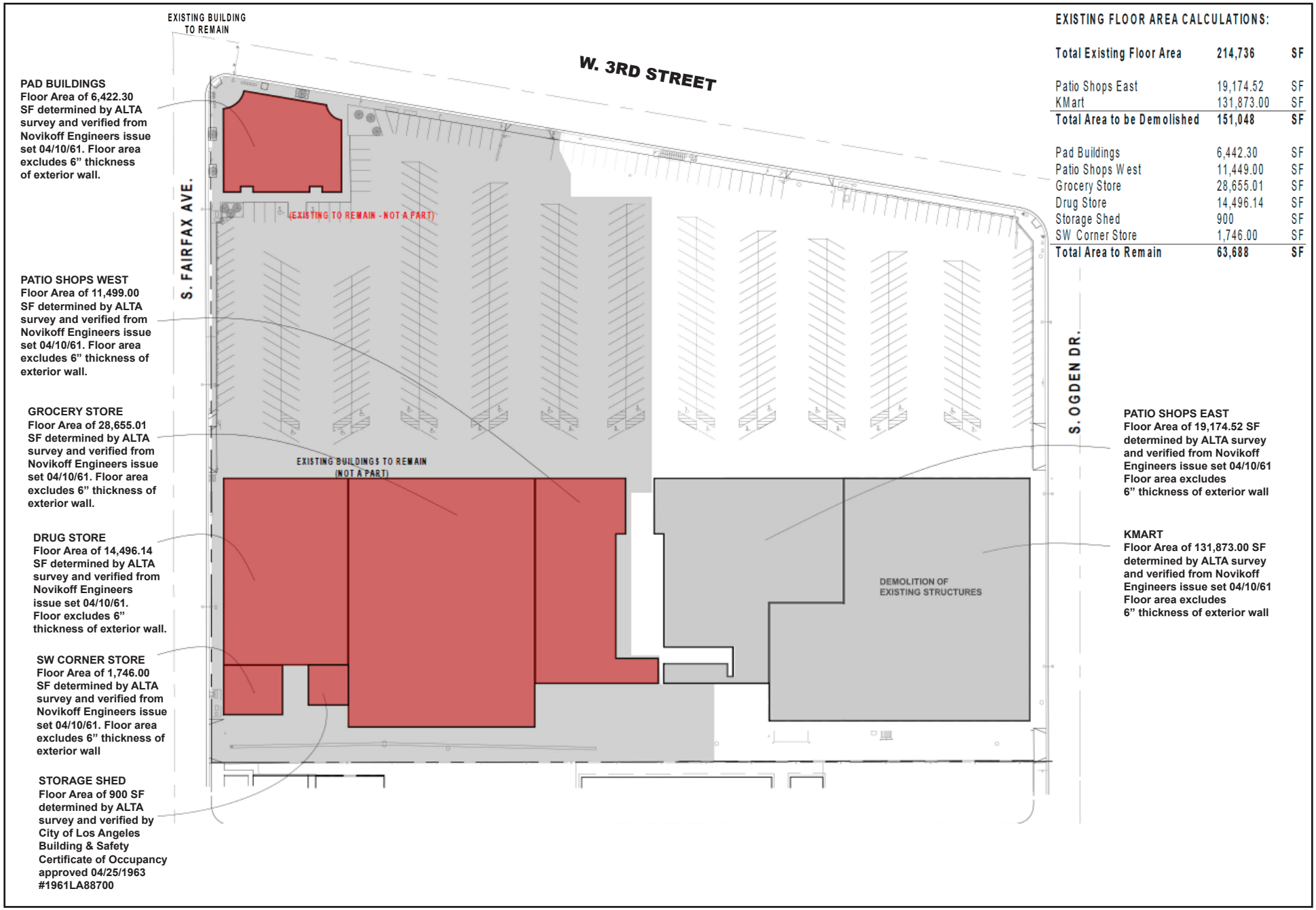
In total, the Project Site would include up to 490,682 square feet of floor area with the Proposed Project on the Development Site and the existing uses to remain on the western portion of the Project Site for a total FAR of 1.5 to 1. A summary of the Proposed Project with the proposed unit count and floor area is provided in Table II-3, Proposed Development Program, below. The existing site plan and demolition plan is provided as Figure II-8.

Table II-3
Proposed Development Program

Land Uses	*Dwelling Units*	*Floor Area (Square Feet)*
Commercial		
General Commercial/Retail Space	*--*	*13,412 sf*
Supermarket	*--*	*63,082 sf*
Restaurant	*--*	*7,500 sf*
Subtotal Commercial:	*--*	*83,994 sf*
Residential		
Studio Units	*70*	*343,000 sf [a]*
1-Bedroom Units	*162*	
2-Bedroom Units	*66*	
3-Bedroom Units	*33*	
Subtotal Residential:	*331*	
TOTAL:	***331 du***	***426,994 sf***

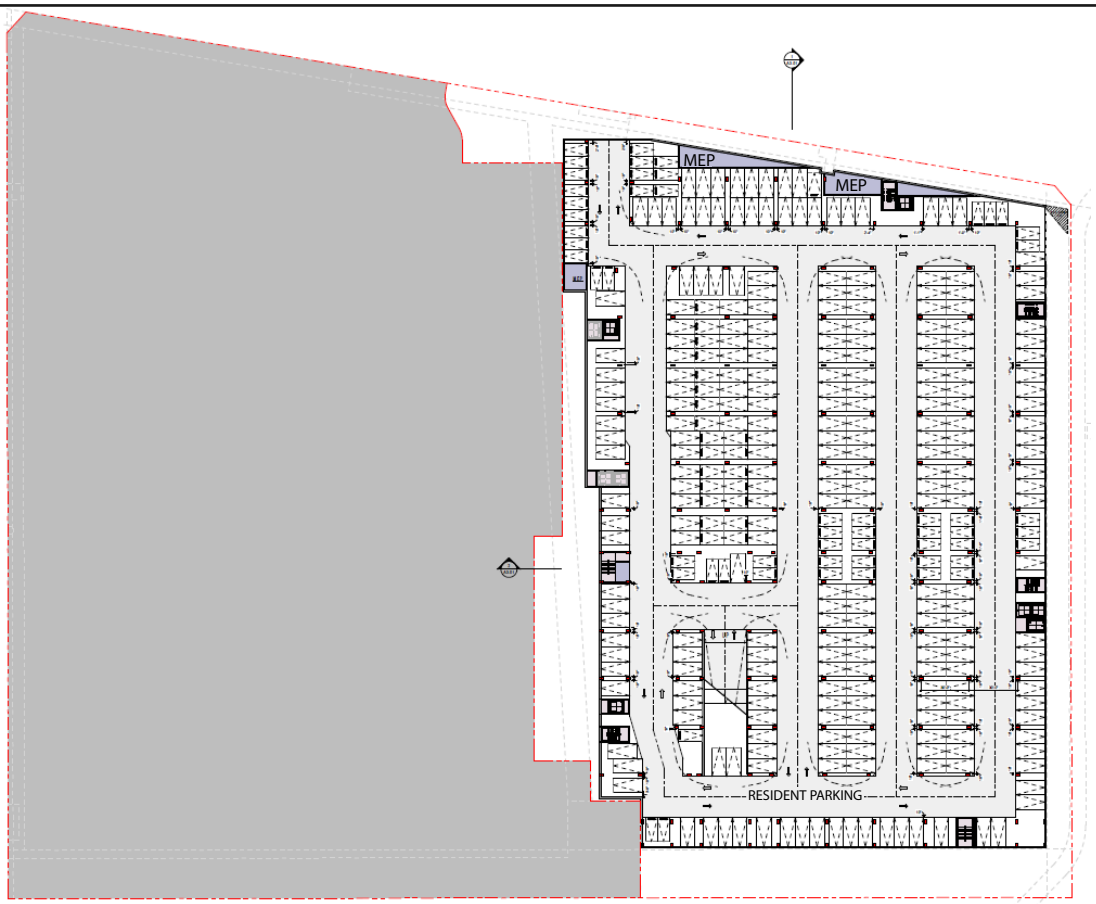
Notes: du = dwelling units; sf = square feet
[a] Includes residential units and support areas such as lobby, leasing office, and amenities.
Source: MVE + Partners, June 1, 2020.

The architectural plans for the Proposed Project are provided in Figures II-9 through II-20. As shown in Figure II-9, Levels P-1 and P-2, the Proposed Project would include two levels of subterranean parking. In addition to vehicular parking areas, the below grade parking garage would house building mechanical equipment, service areas, long-term bicycle parking and bike maintenance areas.

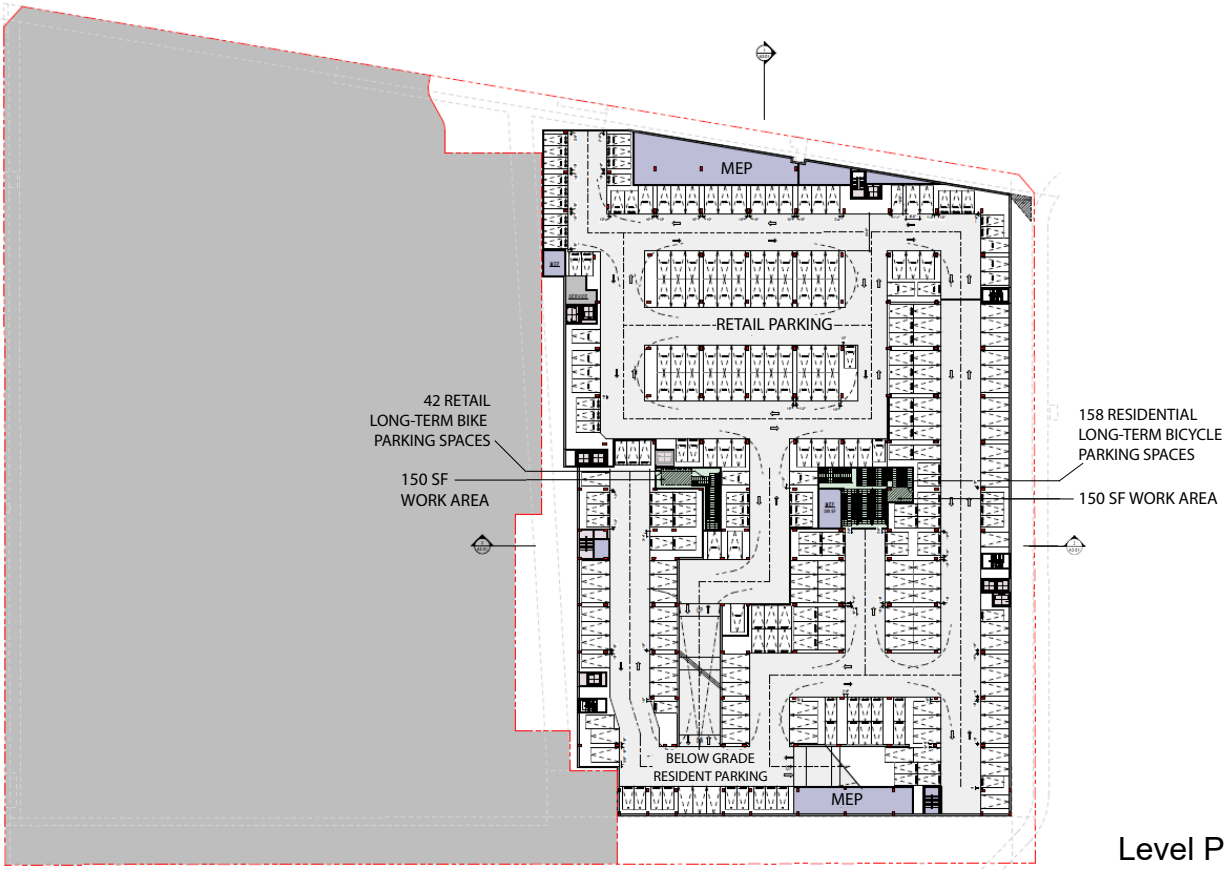


Source: MVE + Partners, June 1, 2020.

Figure II-8
Existing Conditions and Demolition Plan



Level P2



Level P1

Source: MVE + Partners, June 1, 2020.

Figure II-9
Level P1 and P2 Floor Plans

The level one floor plan layout of the Proposed Project is depicted in Figure II-10, Level 1 Floor Plan. As shown in Figure II-10, the ground floor would provide retail uses fronting W. 3rd Street, a residential lobby/leasing area fronting S. Ogden Drive, a loading dock with access from S. Ogden Drive, and ground floor parking on the southern half of the structure. Entrances to the parking structure would be from three driveways on S. Ogden Drive and a single driveway from the existing retail parking lot on the west side of the structure.

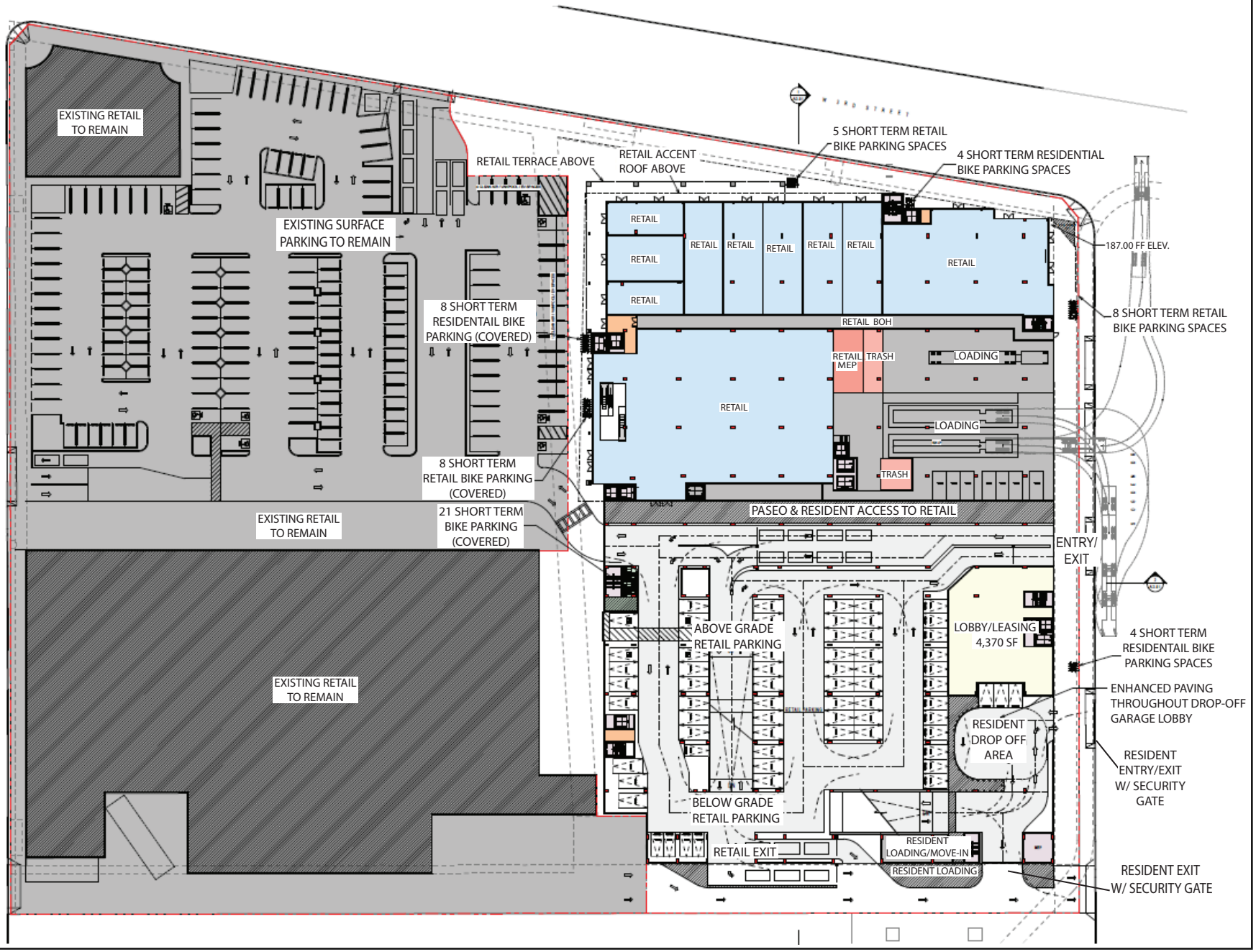
The second level would provide above grade parking on the southern half of the structure to serve the residential parking demand. The northern portion of the second level would be open to the retail areas below. (see Figure II-11, Level 2 Floor Plan)

As shown in Figure II-12, Level 3 Floor Plan, the third level would provide a second level of retail space on the northern half of the building fronting W. 3rd Street, and a third level of above grade residential parking on the southern half of the structure. Ancillary mechanical space would also be provided on the third level.

As shown in Figure II-13, Levels 4 and 5 Floor Plans, the fourth and fifth levels would be improved with residential units and outdoor courtyard/amenity areas. Residential units would also be provided on Floors 6 through 8 as shown in Figure II-14, Levels 6-8 Floor Plans. Additional building mechanical equipment would be housed on the roof level as shown in Figure II-14.

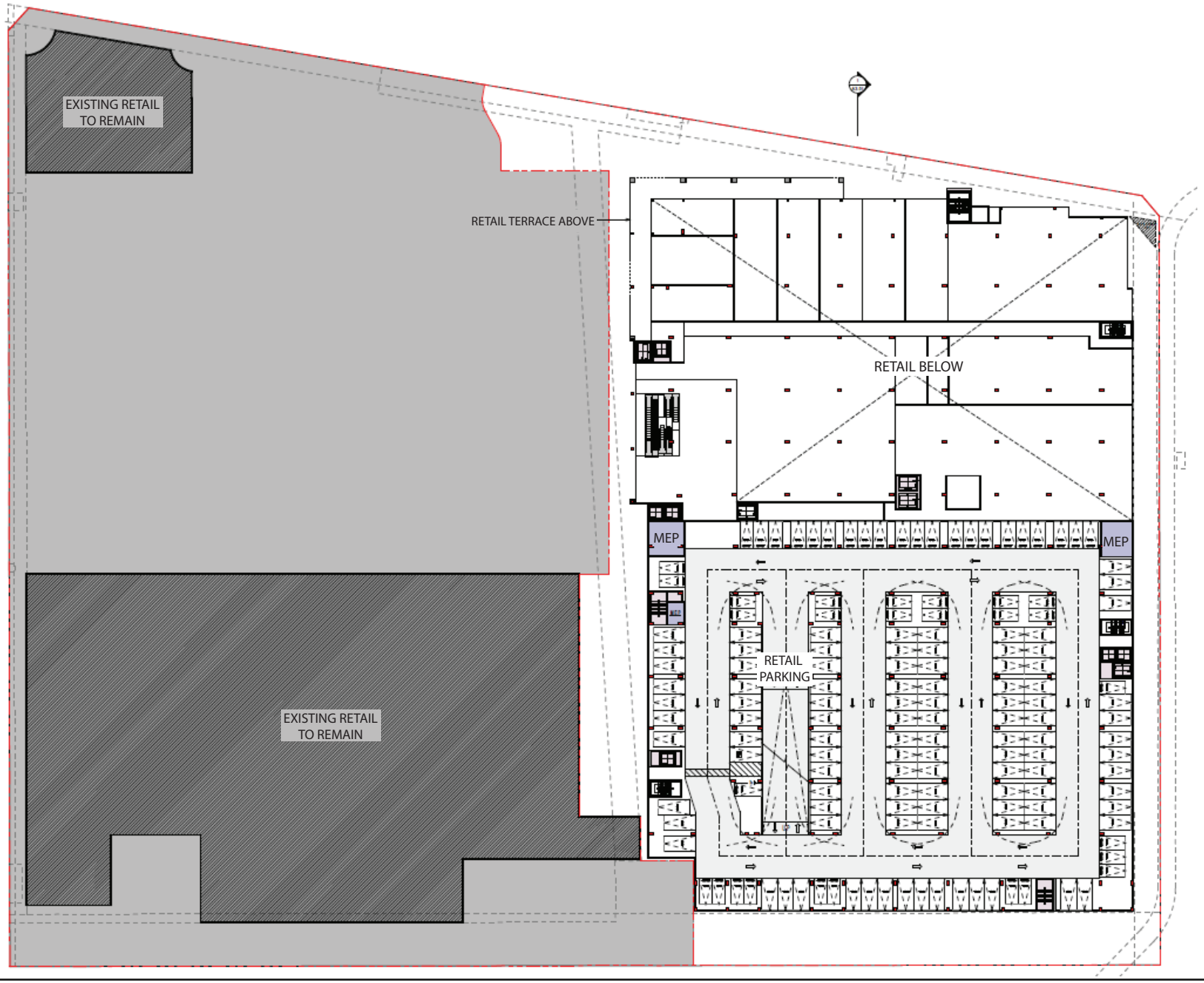
a) Residential Uses

As shown in Table II-3, above, the Proposed Project would include a maximum of 331 dwelling units comprised of 70 studio units, 162 one-bedroom units, 66 two-bedroom units, and 33 three-bedroom units of varying sizes and configurations. The residential units would be located on Level 4 through Level 8, above the proposed commercial/retail spaces and parking podium. The Proposed Project would also include residential amenities including, but not limited to, a lobby, mail and parcel area, leasing office, outdoor courtyards, pool deck, and amenity rooms.



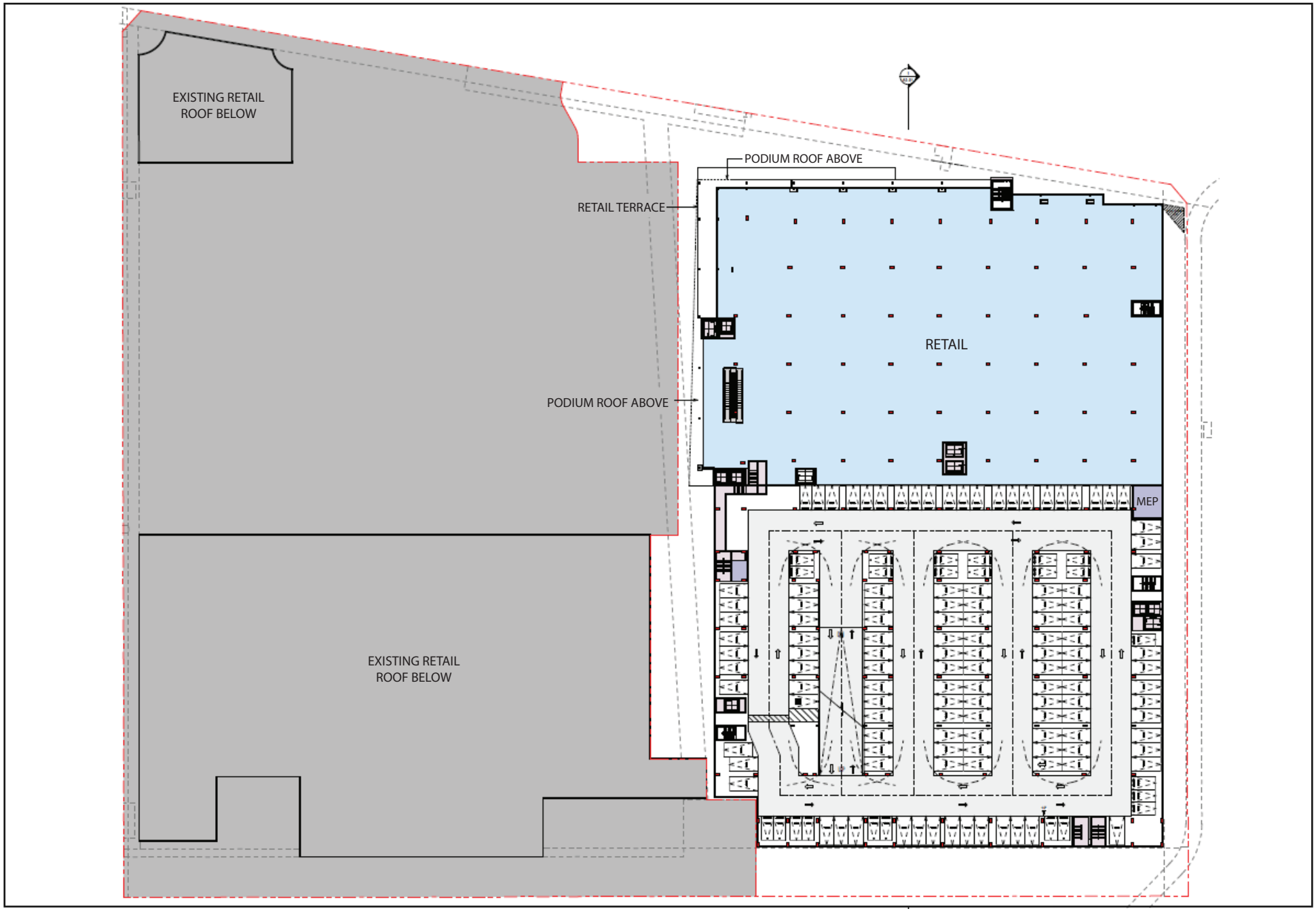
Source: MVE + Partners, June 1, 2020.

Figure II-10
Level 1 Floor Plan



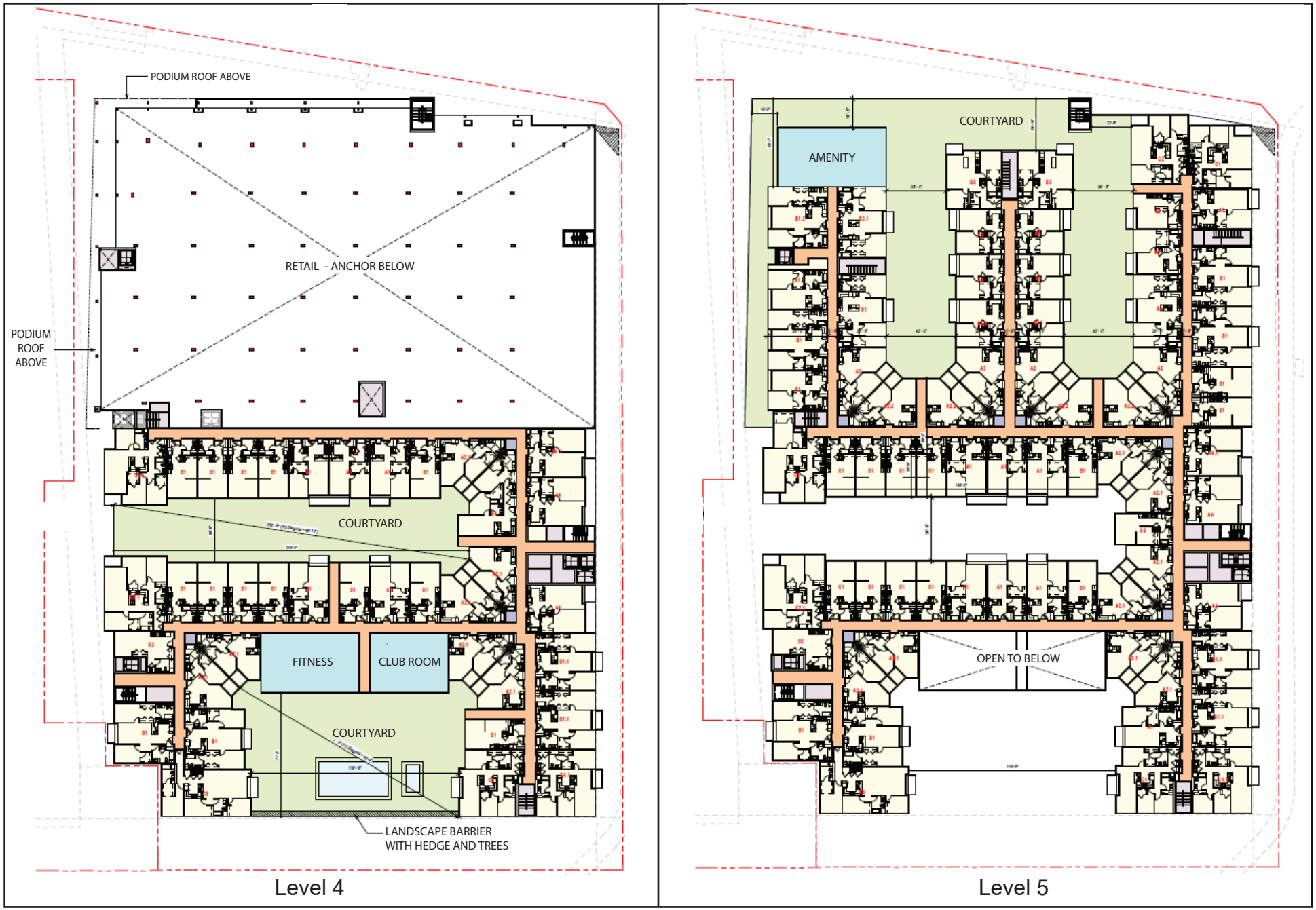
Source: MVE + Partners, June 1, 2020.

Figure II-11
Level 2 Floor Plan



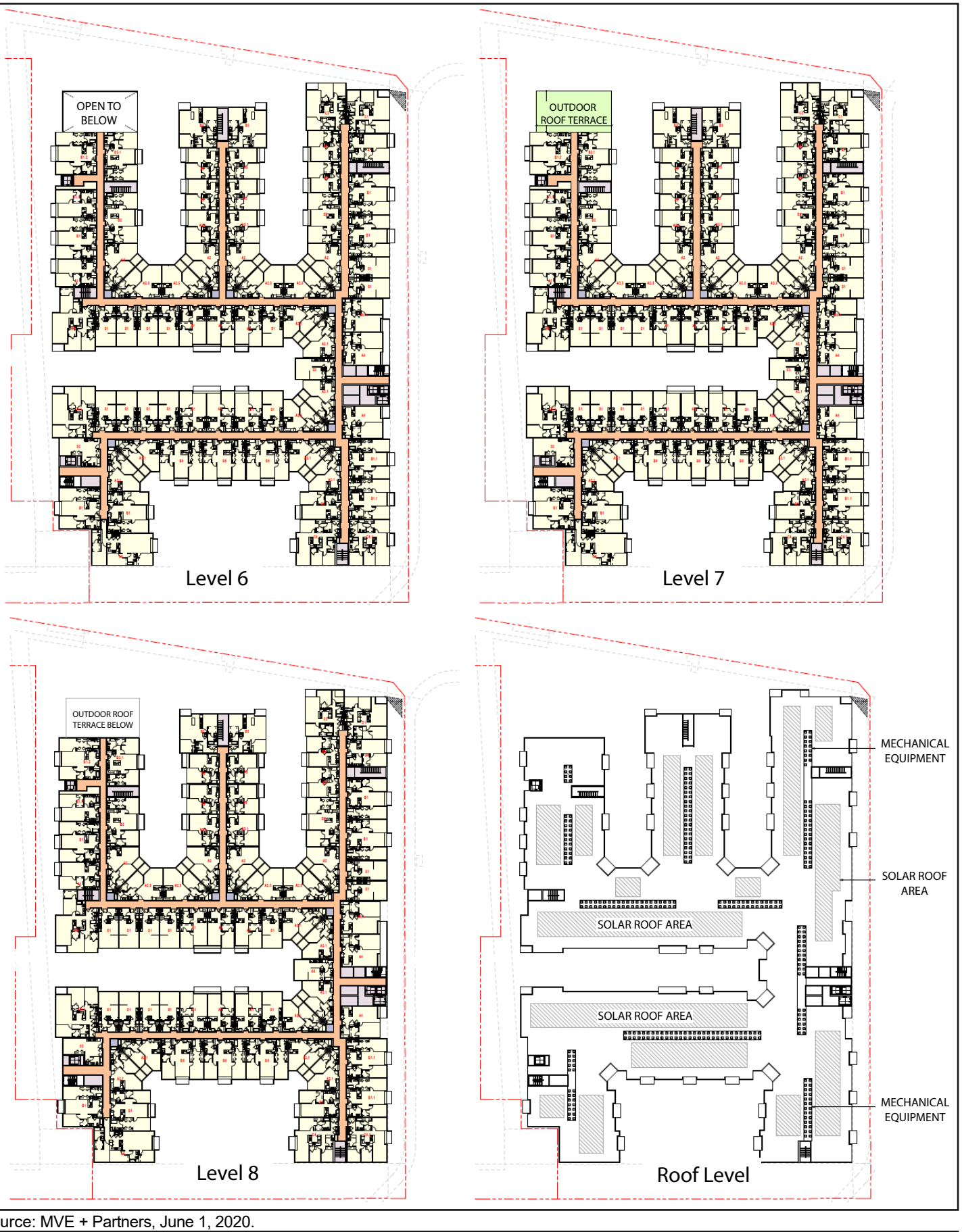
Source: MVE + Partners, June 1, 2020.

Figure II-12
Level 3 Floor Plan



Source: MVE + Partners, June 1, 2020.

Figure II-13
Level 4 and 5 Floor Plans



Source: MVE + Partners, June 1, 2020.

Figure II-14
Level 6 through Roof Floor Plans

b) Commercial Uses

The Proposed Project would include a total of up to 83,994 square feet of new commercial and retail space within the Development Site. As previously mentioned, the 63,688 square feet of existing commercial uses on the western portion of the Project Site would remain and is not proposed to be demolished, altered, or developed as part of the Proposed Project.[11] The new 83,994 square feet of new commercial space would occupy two stories within the mixed-use development located on the portion of the Development Site fronting W. 3rd Street. The locations of the commercial/retail spaces are illustrated in Figures II-10 (Level 1 Floor Plan) and Figure II-12 (Level 3 Floor Plan), respectively.

c) Floor Area and Density

The Project Site is zoned C2-1-O. The zoning indicates that the Project Site is located in Height District No. 1, which permits a maximum of 1.5:1 FAR (or 490,682 square feet) and unlimited height. The Proposed Project includes a maximum of 426,994 square feet of new construction. There is approximately 63,688 square feet of existing commercial floor area to remain within the Project Site that is not within the proposed Development Site, and is not proposed to be removed as part of the Proposed Project. Taken together, the new development associated with the Proposed Project (426,994 square feet) plus the existing uses to remain within the Project Site (63,688 square feet) would result in a FAR of approximately 1:5:1 (490,682), which is consistent with the existing zoning. The proposed eight-story building would have a maximum height of 100 feet above grade at the roof level, including roof top appurtenances.

Pursuant to LAMC Section 12.14 C, the C2 Zone permits residential development at a density of one dwelling unit per 400 square feet of lot area. The Project Site encompasses approximately 327,121 square feet of lot area, thereby permitting a maximum of 818 dwelling units on-site. The Proposed Project includes the development of up to 331 dwelling units, which is within the maximum permissible density regulated by the zone.

d) Architectural Features

The Proposed Project would consist of an eight-story, mixed-use residential and commercial building with two subterranean parking levels. The Proposed Project would have a maximum height of 100 feet to the top of the 8th floor roof, including roof appurtenances. Architecturally, the Proposed Project integrates itself within its context through its massing and materials. The Proposed Project provides courtyards on critical facades, including the southern and northern facades facing the elementary school and W. 3rd Street, respectively. Specifically, the building has been designed to be sensitive to

[11] *See "Interim Site Improvements" subheading, below.*

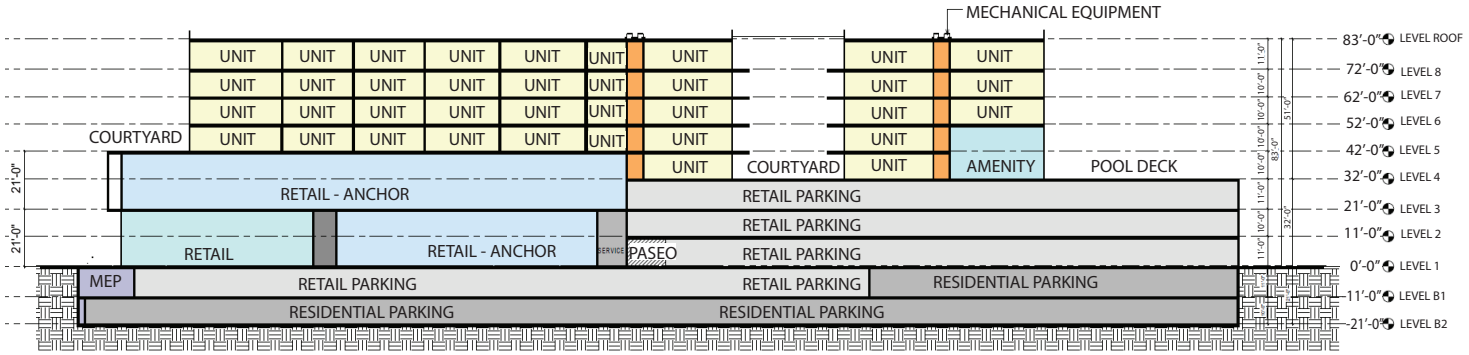
the adjacent school property to the south. The 4th level podium deck incorporates a landscaped set-back on the southern façade to maintain privacy and no balconies are located on the residential units on the southern building façade. In addition, the facades jog in an out perpendicular to the street, creating visual breaks that are enhanced with earthy materials, colors, and features. Building sections depicting the scale and massing of the proposed development are shown in Figure II-15, Building Sections, which also identifies above-grade and below-grade uses, location of mechanical and electrical equipment (MEP), and the scale of the existing retail uses. Renderings depicting the south and east elevations are provided in Figure II-16, South and East Elevations. The north and west elevations are provided in Figure II-17, North and West Elevations. The scale and massing of the proposed development is depicted in Figure II-18, 3-D Massing Views.

e) Open Space, Recreational Amenities, and Landscaping

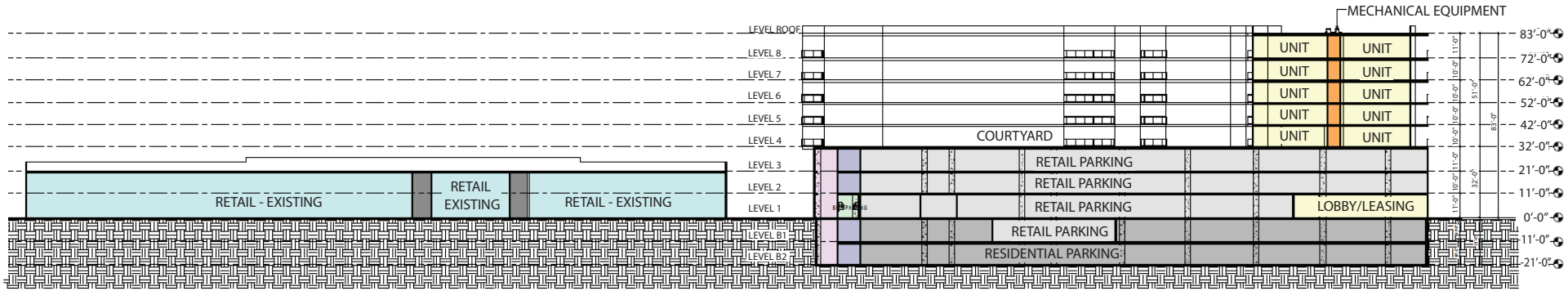
The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table II-4, below. Pursuant to the LAMC 12.21.G, the Proposed Project would be required to provide 37,225 square feet of open space on-site. Consistent with this requirement, the Proposed Project would provide 37,225 square feet of open space. Common open space will include outdoor courtyards, roof deck, pool deck, and amenity rooms. Private open space will be provided via residential balconies.

Additionally, a minimum of 25 percent of open space would be landscaped with a variety of drought-tolerant plant species. The Proposed Project would also be required to provide one tree for every four units for a total of 83 required trees on-site. The Proposed Project provides a minimum of 83 trees on-site in accordance with the LAMC.

As shown in Figure II-19, Composite Landscape Plan, landscaping elements would be incorporated into the ground floor areas fronting W. 3rd Street, S. Ogden Drive and within the courtyard between the mixed use building and the existing retail uses. Landscaped open space areas would be provided within the 4th, 5th and 7th Levels of the proposed mixed use building. The 4th Level roof deck would be improved with residential amenities including a swimming pool and poolside deck areas. The southern portion of the 4th Level roof deck would include a setback from the southern building edge and a landscaped screening element to reduce noise and screen views onto the neighboring elementary school playground. The 5th Level roof deck provides two courtyards surrounded by the



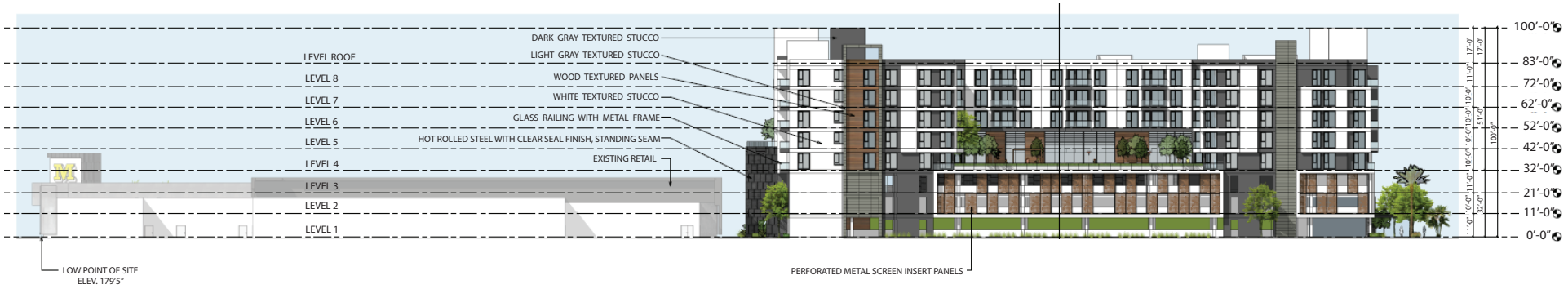
Transverse Building Section



Longitudinal Building Section

Source: MVE + Partners, June 1, 2020.

Figure II-15
Building Sections

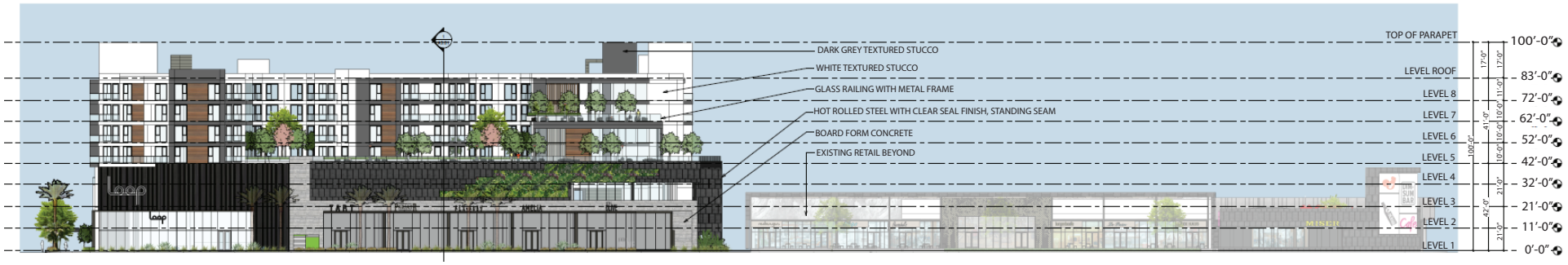


South Elevation

East Elevation

Source: MVE + Partners, June 1, 2020.

Figure II-16
South and East Elevations

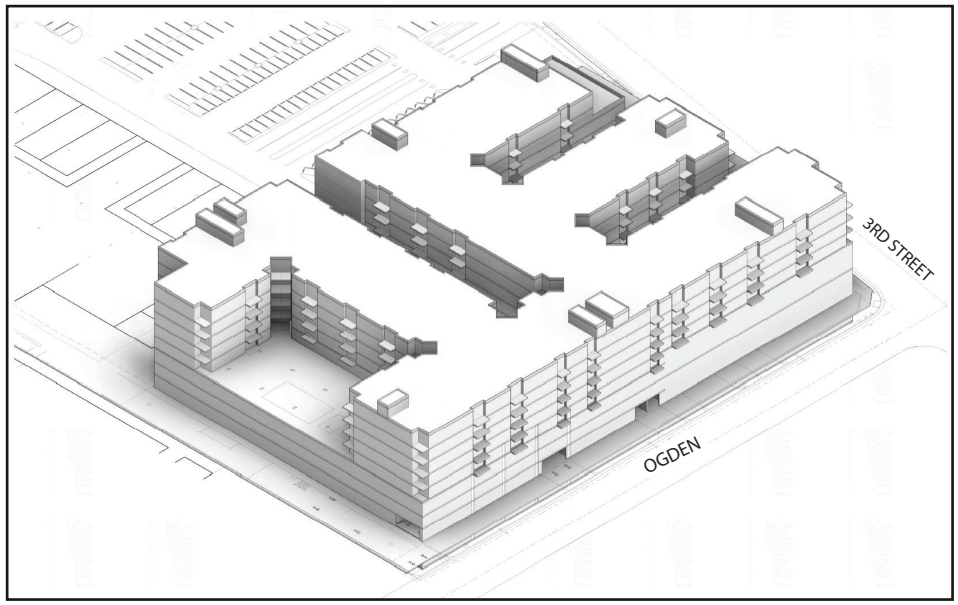


North Elevation

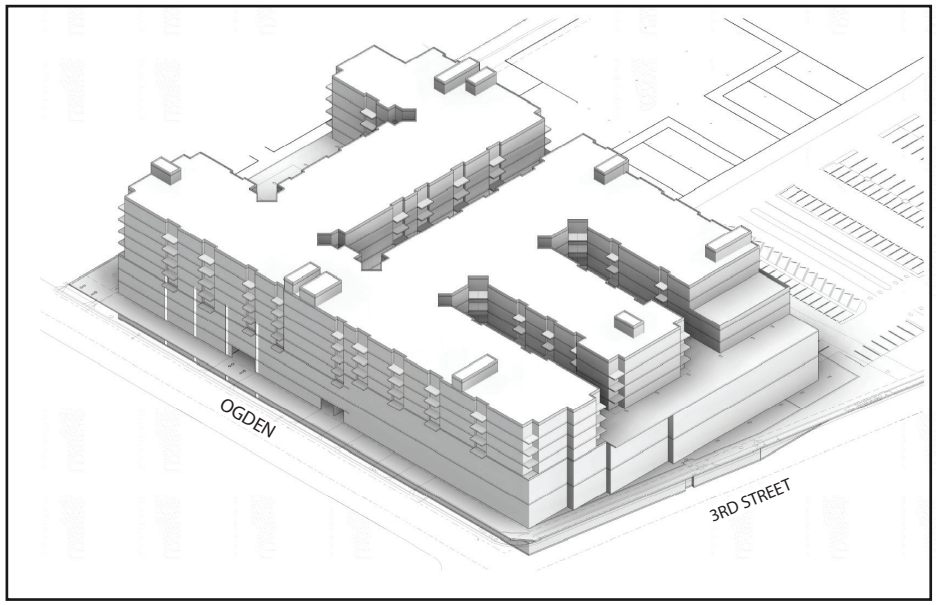
West Elevation

Source: MVE + Partners, June 1, 2020.

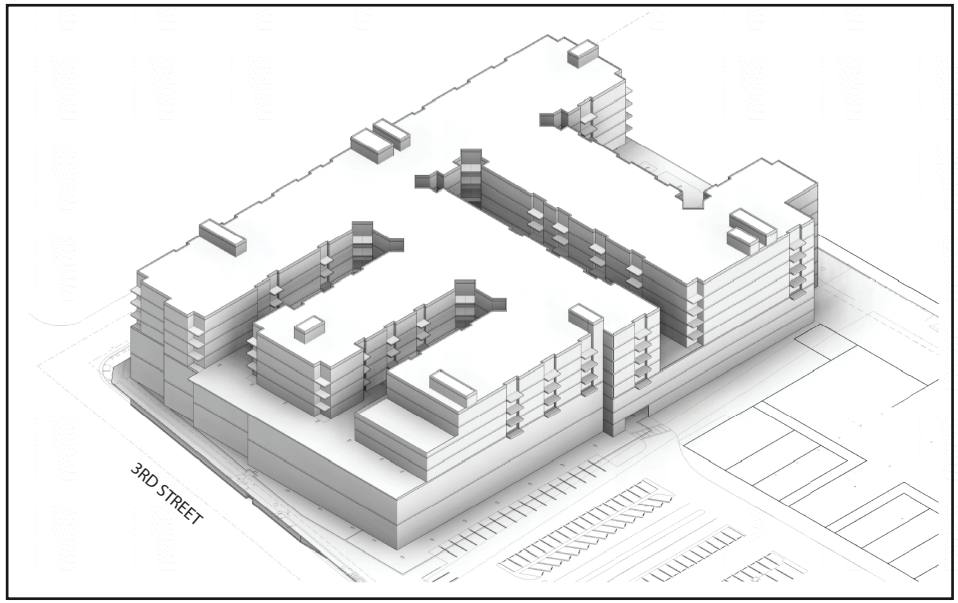
Figure II-17
North and West Elevations



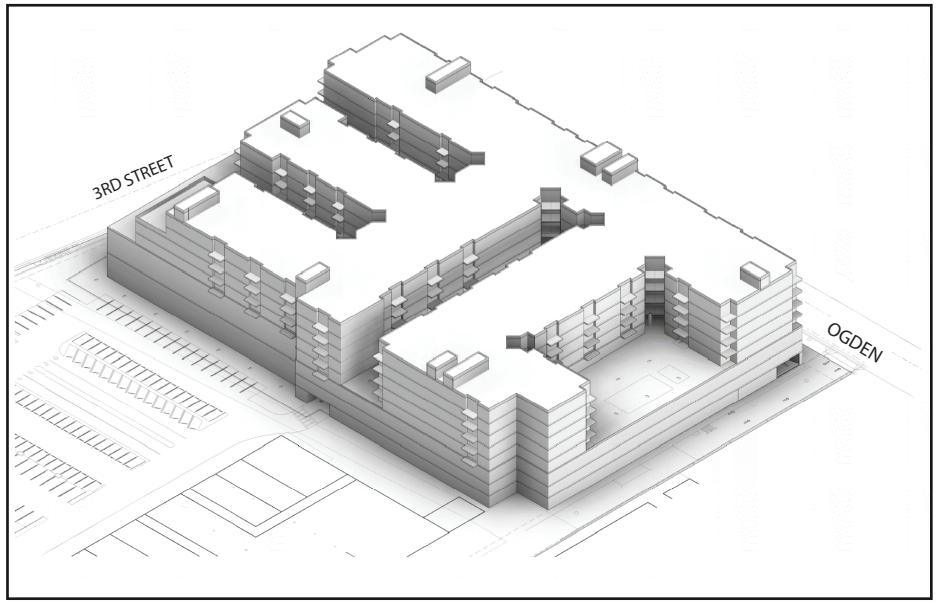
VIEW FROM THE SOUTHEAST



VIEW FROM THE NORTHEAST



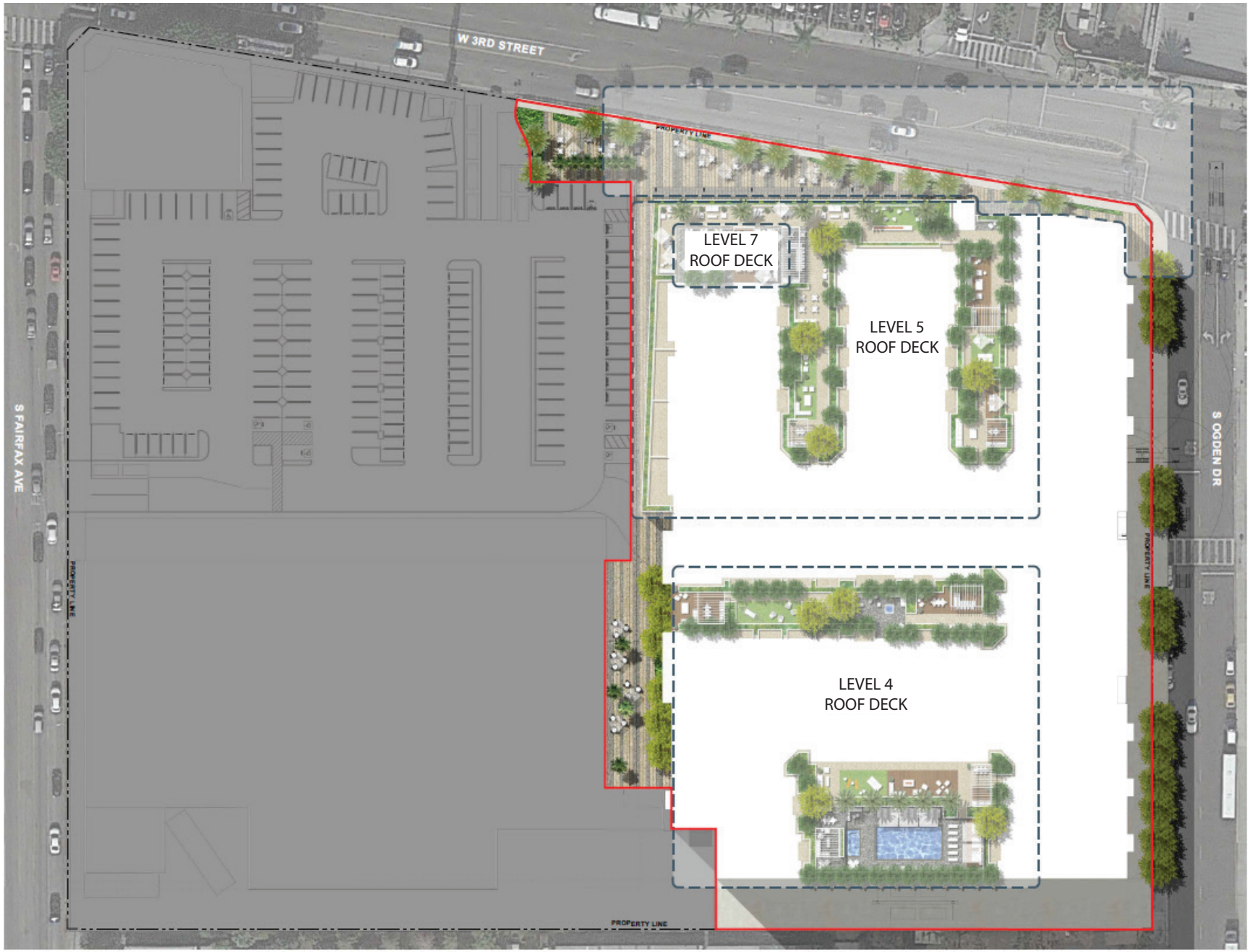
VIEW FROM THE NORTHWEST



VIEW FROM THE SOUTHWEST

Source: MVE + Partners, June 14, 2018.

Figure II-18
3D Massing Views



Source: MVE + Partners & LRM Landscape Architecture, June 1, 2020.

Figure II-19
Composite Landscape Plan

Table II-4
Summary of Required and Proposed Open Space Areas

LAMC Open Space Requirements [a]	*Dwelling Units*	*Open Space (square feet)*
Less than 3 Habitable Rooms (100 sf/du) [b]	*232*	*23,200 sf*
3 Habitable Rooms (125 sf/du) [c]	*66*	*8,250 sf*
More than 3 Habitable Rooms (175 sf/du) [d]	*33*	*5,775 sf*
Required Open Space:		***37,225 sf***
Proposed Open Space	***Open Space (square feet)***	
Common Open Space (Indoor)		
Level 4 Amenity	*3,540*	
Level 5 Amenity	*2,100*	
Subtotal	***5,640***	
Common Open Space (Outdoor)		
Level 4 Roof Deck	*15,303*	
Level 5 Roof Deck	*14,134*	
Level 7 Roof Deck	*2,148*	
Subtotal	***31,585***	
Total Open Space Provided	***37,225 sf***	

Notes: du = dwelling unit; sq = square feet
[a] *LAMC 12.21.G.*
[b] *Includes studio units and one-bedroom units.*
[c] *Includes two-bedroom units.*
[d] *Includes three-bedroom units*
Source: MVE + Partners, April 10, 2020.

residential units and overlooks W. 3rd Street with a terrace on the western façade. The Level 7 roof deck would be positioned to the north, fronting W. 3rd Street and would include outdoor tables and lounge areas. Additionally, the ground floor level provides pedestrian pass-through access from S. Ogden Drive to the new uses on the Development Site.

f) Access and Circulation

(1) Access

Parking for the Proposed Project would be provided in a parking garage on the Development Site. The parking garage would have three levels above grade and two levels below grade with a total of 996 parking spaces. Access to the parking garage would be provided via three driveways on the westerly side of S. Ogden Drive and an

ingress/egress connection from the Development Site parking garage to the existing surface parking lot on the west side of the Project Site. The southerly driveway on S. Ogden Drive would provide access to the parking structure and the southerly service driveway for loading purposes (see Figure II-10, Level 1 Floor Plan). Access to the surface parking areas within the western portion of the Project Site would continue to be provided via one driveway each along S. Fairfax Avenue and W. 3rd Street.

Pedestrian access would be provided to the Project Site from S. Fairfax, W. 3rd Street, and S. Ogden Drive. Pedestrian walkways would be provided on the Development Site connecting the publicly accessible retail, parking and open space areas. Pedestrian access to the private residential, parking and open space areas would be accessible via secured entry points for residents and controlled visitor access only.

(2) Vehicle Parking

The parking ratio for the Proposed Project's residential uses is based on the LAMC Section 12.21 A.4, which requires one parking space per dwelling unit with less than three habitable rooms; one and one-half (1.5) parking spaces for each dwelling unit with three habitable rooms; and two spaces for each dwelling unit with more than three habitable rooms. Based on the proposed unit mix, the Proposed Project is required to provide 511 residential vehicle parking spaces.

The parking ratio for the Proposed Project's commercial uses is based on the LAMC Section 12.21 A.4(c), which requires four spaces for every 1,000 square feet of general retail commercial uses and 1 per 100 square feet of restaurant use. As previously described, the Proposed Project includes the construction of 83,994 square feet of new commercial floor area including 63,082 square feet of supermarket space, 13,412 square feet of general retail space, and up to 7,500 square feet of restaurant space. Based on the proposed square footage of new commercial floor area, 381 new commercial/retail spaces would be required. As summarized in Table II-5 below, the Proposed Project is required to provide a total of 892 parking spaces, which includes 511 residential parking spaces and 381 commercial parking spaces. The Proposed Project would provide a total of 996 parking spaces within the parking garage on the Development Site, including 511 residential spaces and 485 commercial spaces. Accordingly, the Proposed Project provides 104 commercial parking spaces more than required by the LAMC in order to meet anticipated parking demand.

Furthermore, in accordance with LAMC Section 99.04.106.4.2, where multi-family dwelling units are constructed on a building site, and parking is available, 30% of the total number of parking spaces provided shall be electric vehicle charging spaces (EVCS) capable of supporting future electric vehicle supply equipment (EVSE). In addition, LAMC

Table II-5
Summary of Required and Proposed Vehicle Parking Spaces for the Project

Description	Quantity	Parking Required by Code [a, b]		Parking Provided [c]
		Rate	Spaces	
Residential				
Studio	*70 du*	*1.0 space per bedroom*	*70*	*70*
One- Bedroom	*162 du*	*1.5 spaces per bedroom*	*243*	*243*
Two-Bedroom	*66 du*	*2.0 spaces per bedroom*	*132*	*132*
Three-Bedroom	*33 du*	*2.0 spaces per bedroom*	*66*	*66*
		Required Residential Parking	**511**	**511**
Commercial				
Supermarket	*63,082 sf*	*4 spaces per 1,000 sf*	*252*	*252*
New Commercial/Retail	*13,412 sf*	*4 spaces per 1,000 sf*	*54*	*54*
New Commercial Restaurant	*7,500 sf*	*1 space per 100 sf*	*75*	*75*
		Surplus Spaces Provided by Project		*104*
		Commercial Parking	***381***	***485***
		TOTAL PARKING	***892***	***996***

Notes:
du = dwelling unit, sf = square feet,
[a] *For Residential Use: Parking calculations based on LAMC Section 12.21 A.4.*
[b] *For Commercial Use: Parking calculations based on LAMC Section 12.21.A.4 (c)*
[c] *Upon completion of the Proposed Project, the Project Site would include a total of 1,146 parking spaces which includes a total of 996 parking spaces on the Development Site plus 150 restriped surface parking spaces for the 63,688 square feet of existing commercial/retail spaces that is to remain in the western portion of the Project Site.*
Source: MVE +5 Partners. June 1, 2020.

Section 99.04.106.4.4 requires electric vehicle charging stations (EVCS) for all new multi-family dwelling units, and states that the number of EVCS shall be 10% of the total number of parking spaces provided for all new multi-family dwelling units. For the commercial parking stalls, LAMC Section 99.05.106.5.3.6 specifies that 10% of the total number of parking spaces required for non-residential shall be EVCS and LAMC Section 99.05.106.5.3.3 specifies that the number of required EVCS shall be 30% of the total number of parking spaces provided for all types of parking facilities. The Proposed Project would comply with the electrical vehicle requirements of the LAMC.

As previously described, 63,688 square feet of existing commercial floor area within the western portion of the Project Site would remain. Per the current LAMC parking standards, these existing uses would require 255 parking spaces. The Proposed Project would develop 83,994 square feet of new commercial uses on the Development Site, which per the current LAMC parking standards would require 381 parking spaces. Thus,

upon completion of the Project, the LAMC would require a total of 636 commercial parking spaces on the Project Site.

Accordingly, the total amount of parking required on the Project Site after the Project is developed pursuant to the LAMC is 1,110 parking spaces (636 commercial spaces and 511 residential spaces). The total amount of parking provided within the Project Site after development of the Project would be 1,146 spaces. Therefore, the Proposed Project would comply with the minimum parking requirements of the LAMC and would provide an excess of 36 parking spaces for the Project Site.

(3) Bicycle Parking

The bicycle parking required for the Proposed Project's residential uses is based on the LAMC Section 12.21 A.16, which requires short- and long-term bicycle parking spaces consistent with the ratios outlined in Table II-6, below. Based on the dwelling unit mix, the Proposed Project is required to provide 174 bicycle parking spaces, including 158 long-term and 16 short-term, bicycle spaces.

Table II-6
Summary of Required and Proposed Bicycle Parking Spaces

Description	*Quantity*	*Parking Required* [a]		*Subtotal Spaces Required*	*Total Spaces Provided*
		Short Term	*Long Term*		
Commercial		*1 space / 2,000 sf*	*1 space / 2,000 sf*		
Commercial/Retail	*83,994 sf*	*42*	*42*	*84*	*84*
Residential		*space / du* [b]	*1 space / 1 du* [c]		
Dwelling Units 1-25	*25*	*2.5*	*25*	*28*	*28*
Dwelling Units 26-100	*75*	*5*	*50*	*55*	*55*
Dwelling Units 101-200	*100*	*5*	*50*	*55*	*55*
Dwelling Units >200	*131*	*3.3*	*33*	*36*	*36*
Subtotal Residential	*331*	*16*	*158*	*174*	*174*
Total		*58*	*200*	*258*	*258*

Notes: du = dwelling unit, sf = square feet
[a] LAMC 12.21 A.16, Table 12.21
[b] Short-term bicycle parking requirements are 1 space per 10 units for units 1-25, 1 space per every 15 units for units 26-100, 1 space per every 20 units for units 101-200, and 1 space per ever 40 units for all units above 201.
[c] Long-term bicycle parking requirements are 1 space per unit for units 1-25, 1 space per every 1.5 units for units 26-100, 1 space per every 2 units for units 101-200, and 1 space per every 4 units for all units above 201.
Source: MVE + Partners, June 1,2020.

Based on the square footage of new commercial floor area, the Proposed Project would be required to provide a total of 84 bicycle parking spaces, including 42 short-term and 42 long-term, bicycle spaces.

Thus, the combined total residential and commercial bike parking spaces required is 258 bicycle parking spaces on the Development Site. As summarized in Table II-6, the Proposed Project would provide 258 bicycle parking space and therefore be consistent with the bicycle parking requirements of the LAMC.

g) Signage and Lighting

The Proposed Project would be consistent with the signage and lighting requirements pursuant to the LAMC. The Proposed Project would include low-level security lighting throughout the Development Site to illuminate walkways and vehicle access points. Lighting fixtures would also be provided within the parking structure.

h) Setbacks

Pursuant to LAMC Section 12.14.C.2, the C2 Zone requires setbacks in accordance with the R4 zone for residential uses and requires no setbacks for commercial uses. Due to the orientation of the Development Site, S. Ogden Drive is considered a front yard.[12] The portion of W. 3rd Street that fronts the Development Site and the existing service alley located along the southern property line are considered side yards. Rear yard setbacks are not applicable to the Development Site.

No front yard setbacks are required for S. Ogden Drive and no side yard setbacks are required for W. 3rd Street. LAMC Section 12.22 A.18.(c).(3) states that no yard requirements shall apply to the residential portions of buildings located on lots in the C2 zones used for combined commercial and residential uses, if such portions are used exclusively for residential uses, abut a street, private street or alley, and the first floor of such buildings at ground level is used for commercial uses or for access to the residential portions of such buildings. The Development Site is in the C2 zone and the Project combines residential and commercial uses that satisfy this LAMC requirement.

Side yard setbacks are required for the portion of the Development Site that fronts the existing service alley. LAMC 12.14.C.2 requires an 11 foot side yard setback along this frontage. The Proposed Project complies with this LAMC setback requirement, and includes additional setback space between the adjacent property line.

[12] *See written correspondence from the City of Los Angeles Department of Building and Safety, Re: 6300 W. 3rd Street, to Craig Lawson & Co., dated March 4, 2019.*

i) Sustainability

The Proposed Project would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The Proposed Project would be designed to meet the minimum energy efficiency standards of the Los Angeles Green Building Code and will demonstrate that it meets the City's standard of sustainability by meeting the intent of the criteria for certification at the U.S. Green Building Council's (USGBC) Leadership in Energy Efficiency and Design (LEED) certified level or equivalent.

The Proposed Project would utilize state-of-the-art green building technology initiatives and eco-friendly sustainability practices that exceed local, state, and national standards for green building practices. The building would include sustainable design to meet or exceed all City of Los Angeles current building code and California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the California Code of Regulations) requirements. As such, the development would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving and low-flow fixtures, non-VOC paints and adhesives, drought tolerant planting, and high performance building envelopment. The building would also be designed to accommodate on-site EVSE to support electric vehicle chargers and EVCS pursuant to the Los Angeles Green Building Code (LAMC Sec. 99.04.106.4.2, 99.04.106.4.4, 99.05.106.5.3.3, and 99.05.106.5.3.6).

Additionally, other sustainability elements integrated within the Project would include:

- Use of natural ventilation and daylighting throughout the Project to reduce the load and size of electrical and mechanical systems;
- Use of drought resistant planting and grasses to reduce irrigation water use by more than 50%;
- Re-use of existing commercial land;
- On-site amenities to reduce off-site transportation demand during the day, such as food service, retail shops, and a gym;
- Energy-efficient site lighting and design to meet the Illuminating Engineering Society of North America (IESNA) lighting density and control standards for minimizing light pollution
- Floor plate layout and modeling of glazing systems that are conducive to daylighting strategies;

- Building systems designed to avoid the use of heating, refrigeration, and fire suppression systems that include chlorofluorocarbons or halon compounds;
- Energy efficient building envelope design, including high performance glazing, cool roof and green roof, and optimized insulation levels;
- Energy efficient lighting and HVAC equipment;
- Extensive building commissioning practices to fine-tune energy using system performance;
- Building energy management controls system to optimize energy performance; and
- Indoor environmental quality measures, including selection of low-emitting interior finish materials, paints, and coatings; construction indoor air quality plan, during construction and prior to occupancy

j) Project Construction and Scheduling

(1) Construction Activities

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 32 months, with final buildout occurring in 2023. Construction activities associated with the Proposed Project would be undertaken in six main steps: (1) pre-demolition abatement activities, (2) demolition and site clearing, (3) grading and excavation, (4) building construction, (5) architectural coating and finishing, and (6) paving. All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions. Construction equipment storage and staging would occur primarily within the Development Site with potential use of adjoining portions of the Project Site.

(2) Construction Schedule

(a) Pre-Demolition Abatement Activities

Prior to commencement of the building demolition and site clearing phase, the Applicant will engage a State certified and approved Asbestos Abatement Contractor and Hazardous Waste Hauler to perform asbestos abatement and decontamination, and transport to a State-approved landfill.[13] Any pre-existing hazardous building materials will

[13] *See Appendix F-1, Limited Asbestos and Lead Inspection, Appendix F-2, Hazardous Materials Inventory Report, and Section IV.D Hazardous Materials/Risk of Upset of this EIR.*

be properly removed prior to disturbance by renovation or demolition related activities in accordance with California Code of Regulations Title 22, 66261-66265, Health and Safety Code 25189.5 and all additional pertinent environmental and OSHA regulations. During this phase, the building envelope and (including all doors, vents, and windows) would be sealed and vacuum pressurized to create a negative pressure system to prevent asbestos, dust, and other particulates from being released into the atmosphere during abatement activities. The pre-demolition removal/abatement activities would occur over a period of three weeks.

(b) Demolition/Site Clearing

This phase would include the demolition of the two existing structures and removal of the asphalt surface parking lot on the Development Site. Approximately 151,048 square feet of existing commercial floor area (i.e., approximately 13,986 cy of demolition debris) and 70,000 square feet (i.e., 1,300 cy) of asphalt debris would be demolished and exported from the Development Site during this phase. Seven non-protected trees located on the Development Site would be removed and replaced as part of the Proposed Project. While street tree removals are not anticipated, in the event any street trees within the public-right-of-way fronting the Project Site are impacted by off-site infrastructure improvements, any trimming or tree removals would be subject to the approval and conditions of the City's Board of Public Works, Urban Forestry Division.

The demolition and site clearing phase would be completed in approximately two months. Hauling of demolition debris would occur on weekdays between 9:00 A.M. and 3:00 P.M. Based on a hauling truck capacity of 10 cy for concrete/asphalt debris and 16 cy for building demolition debris, it is anticipated that the demolition phase would result in approximately 2,008 haul trips, or 46 truck trips per day (i.e., 23 inbound and 23 outbound) over 44 days. In addition to the trips by hauling trucks, it is estimated that 15 trips per day would generated by construction workers.

All construction and demolition debris would be recycled to the maximum extent feasible. For construction recycling and waste reduction efforts, Waste Management Downtown Diversion facility accepts construction and demolition waste for recycling and is located approximately 11 miles east from the Development Site. The haul route for these trips would include traveling eastbound on W. 3rd Street to S. La Brea Avenue, southbound on S. La Brea Avenue to the I-10 Freeway. The returning trips would utilize the same route but in the opposite direction. This proposed haul route map is provided in Figure II-20, Haul Route to and from the I-10 Freeway.

(c) Excavation and Grading

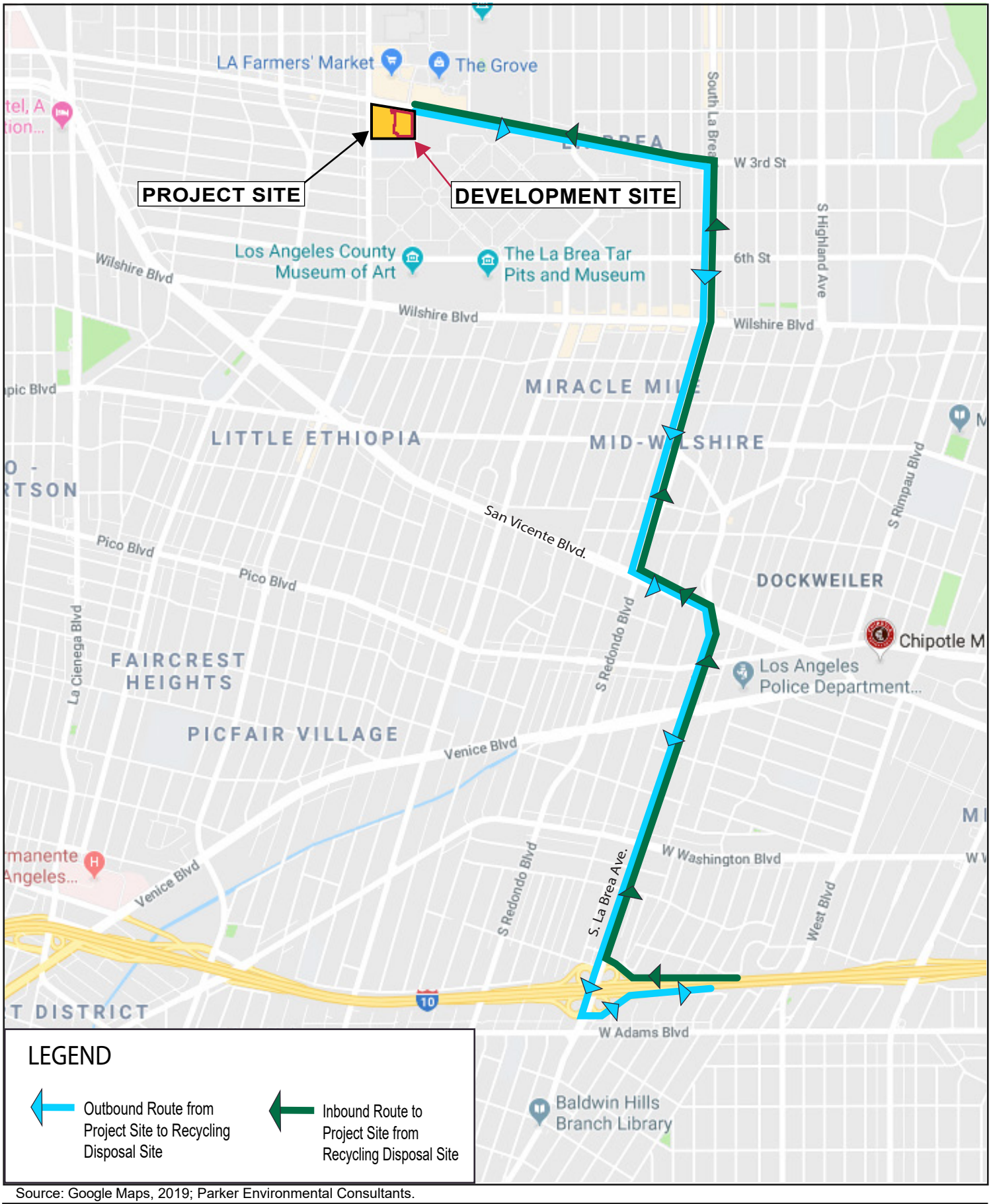
After the completion of demolition and site clearing, the next phase would include the excavation and grading of the subterranean parking levels. This phase would occur for

approximately 3 months and would involve soil excavation and installation of tie-backs and retaining walls. Site grading would require approximately 110,000 cubic yards (cy) of soil export to be hauled off-site to a suitable receiving location. Hauling activities would occur on weekdays between 9:00 A.M. and 3:00 P.M. Based on a haul truck capacity of 16 cy, it is estimated that the excavation phase would generate approximately 13,750 haul trips over an approximate 65 day period resulting in an average of 212 trips per day (i.e., 106 inbound and 106 outbound).

It is not anticipated that work during the shoring/excavation phase of the Project would occur on Saturdays. However, work on Saturdays may need to occur to ensure work remains on schedule. Hauling of material from the Project Site would occur on Saturdays between 8:00 A.M. and 6:00 P.M. A total of approximately 212 truck trips per day (i.e., 106 inbound and 106 outbound) may occur on Saturdays (i.e., 13-14 trucks per hour) when shoring/excavation work is taking place.

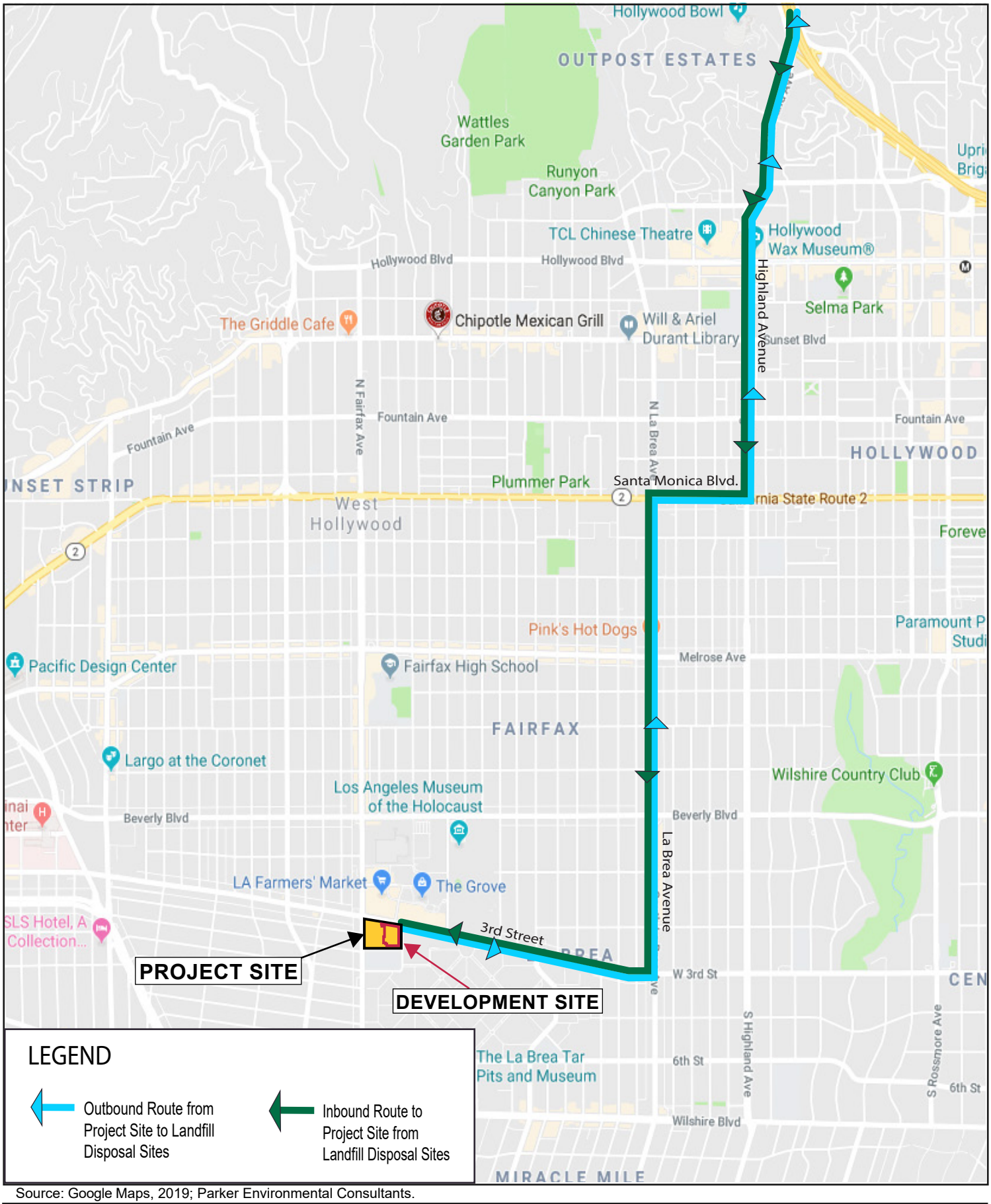
In addition to the trips by hauling trucks, approximately 60 round-trips per day would be generated by construction workers (30 inbound and 30 outbound) during the excavation phase.

Haul truck staging would occur on-site or at designated off-site locations and radioed into the Development Site to be filled. Haul truck staging would not be permitted along S. Ogden Drive or Colgate Avenue in front of the Hancock Park Elementary School. It is anticipated that export soil material will be transported to a designated fill site or regional landfill which accepts inert soil material. It is anticipated that clean soil and asphalt materials would be hauled to the Sunshine Canyon Landfill. Any potentially contaminated soil materials, if encountered, would be required to be transported to the Simi Valley Waste Management Landfill, which is a State-authorized landfill facility that accepts petroleum and VOC-impacted soil. Concrete material would be transported to United Rock facility in Irwindale and the remainder of the construction and demolition debris would be hauled to Waste Management's Downtown Diversion Facility. The proposed haul route to and from regional landfill facilities would involve accessing the Project Site from S. Ogden Drive, and traveling either east on W. 3rd Street, north on La Brea Avenue to Santa Monica Boulevard, east on Santa Monica Boulevard to Highland Avenue, and proceeding north on Highland Avenue to access the 101 Freeway, or east on W. 3rd Street and south on La Brea Avenue to access the 10-Freeway. The proposed haul route maps are provided in Figure II-20, Haul Route to and from the I-10 Freeway and Figure II-21, Haul Route to and from the US-101 Freeway, respectively. No haul trucks would be permitted to use Colgate Avenue. The haul route may be modified in compliance with City policies and in consultation with the Department of City Planning, LADOT and the Department of Building and Safety, as applicable to the Proposed Project.



Source: Google Maps, 2019; Parker Environmental Consultants.

Figure II-20
Haul Route to and from the I-10 Freeway



Source: Google Maps, 2019; Parker Environmental Consultants.

Figure II-21
Haul Route to and from the US-101 Freeway

(d) Building Construction

The building construction phase consists of construction of the subterranean parking levels, building foundations, basement walls and residential/commercial structures. This phase is expected to occur for approximately 22 months.

During peak construction activity, it is estimated that approximately 150 construction worker round-trips per day would be generated (150 inbound and 150 outbound), as well as 112 trips by miscellaneous delivery trucks. Building construction is permitted in the City of Los Angeles on weekdays between 7:00 A.M. and 9:00 P.M., as well as on Saturdays from 8:00 A.M. to 6:00 P.M.

(e) Architectural Coating and Paving

Upon completion of the structures, architectural coating, finishing, and paving would occur. The architectural finishing phase would involve installation of windows, doors, cabinetry, appliances, and would also involve the application of interior and exterior paint and finish-coating materials. Paving involves the laying of concrete and asphalt for the parking lots, driveways, sidewalks, and driveways. It is estimated that architectural coatings would occur for four months, and the paving phase would occur during the last two weeks of the construction phase. The architectural phase would generate approximately 87 worker trips per day, while the paving phase would generate 20 worker trips per day.

(3) Oil-Well Investigation and Abandonment

The Proposed Project's Geotechnical Investigation conducted a review of the California Geologic Energy Management Division (CalGEM) Well Finder Website and concluded the Development Site is located within the Salt Lake Oil Field. Well No.99 is located within the northern portion of the Development Site.[14] The Proposed Project's Geotechnical Investigation stated, due to the voluntary nature of record reporting by oil well drilling companies, wells may be improperly located or not shown on the location map and other undocumented wells could be encountered during construction. Well No.99, and any wells encountered during construction, would be abandoned in accordance with the current requirements of CalGem.[15] Any oil well abandonment conducted on the Development Site would be conducted in consultation with the CalGem, the Los Angeles County Regional Water Quality Control Board, the City of Los Angeles Department of

[14] *Based on the CalGem records and the Munger Map Book (1987), one plugged and abandoned oil well is present on the Development Site. The well is identified as Salt Lake 99 (API number 037-15229), Lease Salt Lake Well #99 County Los Angeles [037] District 1 Operator Chevron U.S.A. Inc. Well Status: Plugged & Abandoned September 20, 1930. (See Section IV., D, Hazardous Materials/Risk of Upset).*

[15] *Geocon West, Inc., Geotechnical Investigation, Proposed Mixed Use Development, The Southeast Corner of 3rd Street and Fairfax Avenue, CA, Revised November 16, 2018 (See Appendix A-E to the Initial Study, contained in Appendix A to this Draft EIR).*

Building and Safety, and the City of Los Angeles Fire Department. If required, a soil management plan would be prepared and require approval by the appropriate regulatory oversight agency.

2. Discretionary Approvals

a) Lead Agency

Under CEQA, the public agency that has the principal responsibility for carrying out or approving a project is referred to as the "Lead Agency" (State CEQA Guidelines Section 15367). For purposes of the Proposed Project, the City is the primary governmental agency responsible for approving the Proposed Project. As such, the EIR must be certified and the Proposed Project must be approved by the City of Los Angeles Department of City Planning before the Proposed Project can commence. Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project.

b) Entitlement Requests

The City of Los Angeles has the principal responsibility for approving the Proposed Project. Approvals required for development of the Proposed Project may include, but not limited to, the following:

- Pursuant to LAMC Section 16.05, the Applicant requests Site Plan Review for a Project that will result in an increase of more than 50 dwelling units.

Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project, including certificates, permits to remove on-site and off-site trees, demolition permits, haul route approval, grading and associated building permits.

c) Other Public Agencies

As part of its environmental review, the Lead Agency consults with other public agencies that retain jurisdiction by law over natural resources affected by the Proposed Project. Such agencies that may use the EIR include, but are not limited to the following:

- South Coast Air Quality Management District;
- California Department of Toxic Substances Control;
- California Department of Conservation, Division of Oil, Gas and Geothermal Resources; and

- Regional Water Quality Control Board, Los Angeles Region

3. Interim Improvements on the Project Site

As mentioned in the discussion above, the Project Site is currently improved with multiple retail/commercial buildings consisting of approximately 214,736 square feet of floor area. Approximately 63,688 square feet of existing commercial floor area located on the western portion of the Project Site is not proposed to be demolished, altered, or developed as part of the Proposed Project, and would remain operational during construction of the Proposed Project. For this portion of the Project Site, and as a functional commercial center in the existing condition, the operator and tenants may perform routine maintenance, tenant improvements, or other actions that require ministerial building permit or approvals from the City. Such actions are not part of the Proposed Project.