II. Project Description

II. Project Description

1. Introduction

The Project involves the development of a 30-story mixed-use building consisting of 107 residential units (comprising an estimated 137,347 square feet), 7,200 square feet of ground level commercial retail uses, and 534,044 square feet of office uses in Downtown Los Angeles. The 2.71-acre Project Site, which is bounded by South Broadway on the west, West 2nd Street on the north, and South Spring Street on the east, is the future site of the Los Angeles County Metropolitan Transportation Authority (Metro) Regional Connector 2nd Street/Broadway rail station and portal.[1] The 2nd Street/Broadway rail station will be below grade, with a station portal at the northwest corner of the site at 2nd Street and Broadway.[2] The Metro station and portal are currently under construction. Overall, the Project's improvements (plus the Metro portal) would comprise a total of 688,401 square feet of floor area and replace a surface parking lot located on the northern portion of the Project Site. An existing five-story parking structure is located on the southern portion of the Project Site and would remain and be reconfigured to provide required automobile and long-term bicycle parking for the Project.

2. Project Location and Surrounding Uses

As shown in Figure II-1 on page II-2, the Project Site is located in the Central City Community Plan area of the City of Los Angeles (City), more specifically in the Civic Center South area of Downtown. The site consists of six parcels (APN 5149-008-029, -087, -088, -089, -907, -908) located at 213 South Spring Street, 200–210 South Broadway, and 232–238 West 2nd Street.

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[1] *For ease of reference, the roadways in the Project vicinity may be referred to herein without a directional indicator (e.g., Broadway, 2nd Street, and Spring Street). Furthermore, directional references have been simplified (i.e., Broadway actually borders the Project Site to the northwest but is described herein as the west).*

[2] *Metro owns the portions of the Project Site where the new portal and subsurface station facilities will be located. Metro's property is included in the proposed vesting tentative tract map for the Project.*

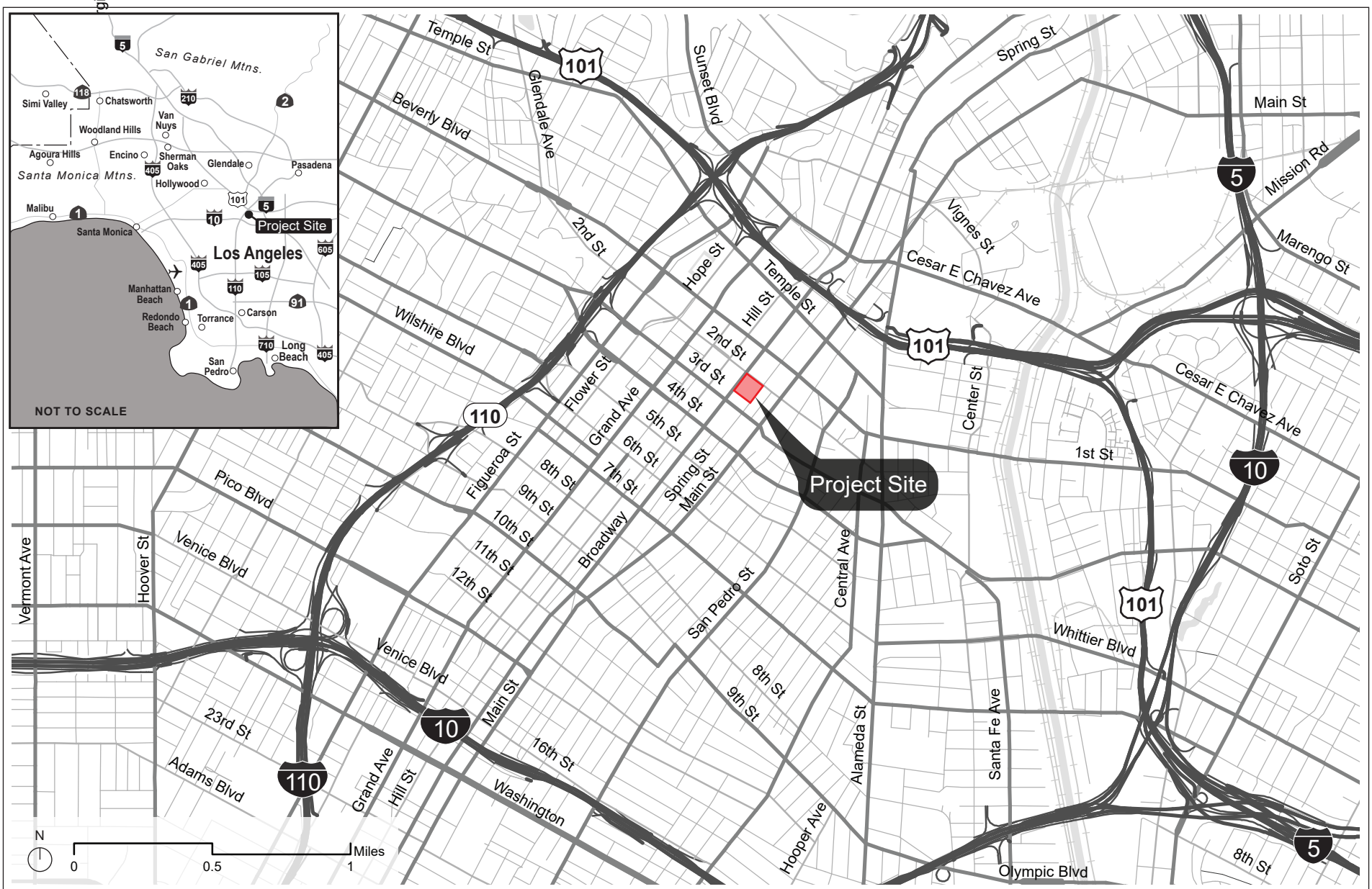

Figure II-1
Project Location Map

Source: LA GIS, 2016; Eyestone Environmental, 2016.

Primary regional access is provided by the Hollywood Freeway (US-101), which runs northwest/southeast approximately 0.4 mile north of the Project Site; the Harbor Freeway (CA-110), which runs north/south approximately 0.6 mile to the west; and the Santa Monica Freeway (I-10), which runs east/west approximately 1.6 miles to the south. The Avenues (as defined in the City's Mobility Plan 2035) that provide local access to the Project Site and vicinity include 2nd Street, 3rd Street, Broadway, and Spring Street. 1st Street, which also provides local access near the Project Site, is classified as a Boulevard (as defined in the Mobility Plan 2035) in the Project Vicinity.

The Project Site is surrounded by a mix of commercial office, government and civic office, retail, and residential uses contained in a range of low-rise to high-rise buildings, which are physically separated from the Project Site by local roadways. To the west across Broadway is an existing surface parking lot and 10-story office building . To the north across 2nd Street is Los Angeles Times Square, which includes an 11-story office building and a six-level parking structure fronting 2nd Street. To the east across Spring Street are single-story commercial buildings and a six-level parking structure. To the immediate south, and within the same block as the Project Site, is a surface parking lot and six-story apartment building (Hosfield Building, now known as the Victor Clothing Building) fronting Broadway, as well as a surface parking lot and five-story apartment building (Douglas Building Lofts) fronting Spring Street.

The Project Site lies at the northern end of the Broadway Theater and Entertainment District Community Design Overlay (CDO) area, where development is encouraged to reflect the overall vision of a cohesive, pedestrian-friendly, and vibrant entertainment, commercial, and mixed-use district. The immediate area is defined by several iconic buildings, both old and new, including the Bradbury Building to the south; the Los Angeles Times Square buildings and City Hall to the north; the new 11-story U.S. federal courthouse on Broadway between 1st and 2nd Streets; as well as the 10-story Los Angeles Police Department (LAPD) Headquarters and the 15-story Caltrans buildings to the north and east, respectively. Residential uses in the Project vicinity include the 50-unit Douglas Building Lofts at 257 South Spring Street, the 135-unit Higgins Building Lofts at 108 West 2nd Street, and the seven-story, 40-unit Pan American Lofts at 253 South Broadway.

An aerial photograph depicting on-site and surrounding uses is provided in Figure II-2 on page II-4.

Figure II-2
Aerial Photograph of the Project Vicinity

Source: Google Earth Pro, 2016; Eyestone Envrionmental, 2016.

3. Background and Existing Site Conditions

a. Existing Uses

As shown in Figure II-2 on page II-4, existing uses within the northern portion of the Project Site consist of a former surface parking lot, which is currently in use as a staging and excavation area for construction of the Metro Regional Connector 2nd Street/Broadway rail station and portal. Pursuant to a right-of-entry agreement, Metro has had exclusive control and use of the surface parking area since March 2015 and will continue to use it as a construction staging/laydown location for the Regional Connector project until up to September 2021. At that time, control of the surface parking lot (with the exception of the portal area), will revert back to the Applicant (CA-LATS South, LLC). Metro's current plans call for the restoration of a paved surface area on those areas of the northern portion of the Project Site outside of the new Metro portal and plaza area following the completion Metro's construction activities. The surface parking lot previously included 99 vehicular parking spaces.

The southern portion of the Project Site contains a five-story, approximately 67-foot-tall parking structure that includes rooftop and two subterranean levels of parking. The structure currently provides 1,460 vehicular spaces, which are used for parking by tenants of Los Angeles Times Square, as well as public parking for other businesses, commuters, and residents in the immediate area. Access to the parking structure is provided via one driveway on Broadway and two driveways on Spring Street.

Current landscaping on the Project Site is limited to street trees and a narrow landscaped parkway that traverses the center of the site along the northerly edge of the existing parking structure. Trees in these areas include: 19 on-site trees and 12 on-site palms that meet the City's minimum size threshold for regulation as non-protected trees (i.e., trees with a trunk diameter at breast height (dbh) greater than 8 inches); and six street trees along Broadway and Spring Street, none of which meet the definition of a protected tree as defined in the City's Municipal Code, although all are at least 8 inches dbh.[3,4] The landscaped parkway also includes shrubs and limited areas of turf, along with park benches.

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[3] *Palms often are not considered trees because they lack a vascular cambium, which causes tree trunk diameters to expand over time; thus, they are listed separately herein. Palms are not specifically addressed in City requirements.*

[4] *Psomas, Tree Inventory Report for the Tribune—South Parcel Project Site at 213 South Spring Street in the City of Los Angeles, California, Revised September 9, 2016; see Appendix A.*

The Project Site is well served by transit and is located approximately 700 feet from the Civic Center/Grand Park Metro Purple and Red Line station (located at the southwest corner of 1st Street and Hill Street) and 0.48 mile from the Pershing Square Metro Purple and Red Line station. In addition, as previously mentioned, a Metro Regional Connector portal and station are currently under construction on-site and at 2nd Street/Hope Street and 1st Street/Central Avenue, which are both within a 0.5-mile radius of the Project Site. The site is also served by Metro Bus Lines 2, 4, 30, 33, 35, 40, 45, 68, 83, 84, 92, 302, 330, 728, 733, 745, and Los Angeles Department of Transportation (LADOT) DASH Line D.

b. Land Use and Zoning Designations

The Project Site is located entirely within the Central City Community Plan area, with a land use designation of Regional Center Commercial. The site is zoned [Q]C2-4D-CDO-SN (Commercial, Height District 4 with D limitation, Broadway Theater and Entertainment District Community Design Overlay, Historic Broadway Sign Supplemental Use District). Height District 4 has no height limit and permits a maximum floor area ratio (FAR) of 13:1; however, the site is subject to a D limitation, established by Ordinance No. 164,207, which further limits the maximum allowable FAR to 6.0:1. The site is also subject to [Q] conditions, established by Ordinance No. 180,871 in 2009 as part of the adoption of the Broadway Theater and Entertainment District Design Guide. The [Q] conditions prohibit certain types of land uses, particularly on the ground floor along the streetwall; dictate building form and massing, including building heights and setbacks along the streetwall, lot coverage requirements for buildings over 150 feet in height, and ground floor treatments; and specify the location of parking and mechanical equipment. Signage regulations were originally included in the [Q] conditions but were later removed by Ordinance No. 184,055 in 2016 and replaced with the Historic Broadway Sign Supplemental Use District (Broadway Sign District). The Broadway Sign District supports and enhances historic preservation, economic development, and revitalization of the Broadway Theater and Entertainment District and allows for a variety of signage that contributes to its historic nature.

The Project Site is located in the Greater Downtown Housing Incentive Area, which allows an unlimited number of dwelling units in residential projects.[5] In addition, the Project Site is subject to or located within the following: Broadway Streetscape Master Plan; Transit Priority Area (TPA); City Center Redevelopment Project Area; Los Angeles State

[5] *In addition, residential projects that voluntarily provide a prescribed percentage of affordable housing units may receive further incentives, including but not limited to a density bonus. However, such incentives are still subject to relevant FAR restrictions.*

Enterprise Zone; Adaptive Reuse Incentive Area; and a Metro Rail Project Area based on construction of the Metro Regional Connector portal and station within the site. In addition, a 5-foot Building Line was established along Broadway by Ordinance No. 75,667.

4. Project Objectives

California Environmental Quality Act (CEQA) Guidelines Section 15124(b) states that the project description shall contain "a statement of the objectives sought by the proposed project." CEQA Guidelines Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to develop a former surface parking lot within a vibrant area of Downtown Los Angeles with a transit-oriented, high-density project that will generate new economic opportunities for the Downtown area. As set forth by the CEQA Guidelines, the Project's specific objectives are as follows:

- Revitalize a former surface parking lot to create a high-density mixed-use project with immediate proximity to existing and future transit lines, employment opportunities, shops, restaurants, and entertainment uses.

- Expand and diversify the supply of housing, retail, and commercial space within the Downtown area to further revitalize the northern end of the Broadway corridor.

- Provide new housing, retail, and commercial space with a balance of uses at a density consistent with the site's existing zoning designation to help meet market demands for housing and commercial space within the Downtown area.

- Enhance the pedestrian activity and street life in the area by providing ground floor retail uses and associated outdoor amenities that work harmoniously with the future station portal for the Metro Regional Connector line that will be located on the site.

- Maximize the Project's landscaped public open space at the grade level to create extensive pedestrian connections between the future station portal and the surrounding area.

- Reconfigure the existing parking structure on-site to provide sufficient vehicle and long-term bicycle parking and ensure the parking needs of the Project's tenants and visitors are met, while avoiding an over-supply.

- Create a landmark high-rise project that complements the aesthetic character of the area through high quality urban planning and architectural design.

- Incorporate the principles of smart growth and environmental sustainability by capitalizing on the Project Site's location within the established Downtown Los Angeles employment hub, proximity to transit and walkable streets, and the presence of existing infrastructure needed to service the proposed uses, while incorporating sustainable design components that emphasize resource conservation and efficiency.

- Reinforce public investment in and use of public transit by maximizing development density adjacent to existing and future major transit lines, including the Metro Regional Connector line.

- Maximize the creation of new construction jobs in the City with the development of a new high-rise building.

- Maximize revenues to the City in the form of additional sales, business license, documentary transfer, and property taxes.

5. Description of Proposed Project

a. Overview of the Proposed Development

As previously discussed, the Project involves the development of a 30-story, 449-foot-tall, mixed-use building with 107 residential units (137,347 square feet), approximately 7,200 square feet of ground level commercial retail floor area, and 534,044 square feet of office uses.[6,7] The 2.71-acre Project Site also would house the Metro Regional Connector 2nd Street/Broadway rail station and portal, which are currently under construction. Based on a total of 688,401 square feet of floor area (including the Metro portal), the Project Site would have an FAR of 5.83:1, in conformance with the Project Site's D Limitation and associated maximum 6.0 FAR. Refer to Figure II-3 on page II-10 for a conceptual site plan of the Project.

In general, the proposed uses would be located in distinct areas of the new building. The ground floor would include commercial spaces fronting 2nd and Spring Streets, as well as the interior of the site (i.e., facing the Metro portal and the pedestrian paseo), with a residential lobby and loading area located along Spring Street.[8] Office space would be

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[6] *The building's height would measure 435 feet at the highest roofline and 449 feet at the top of the highest parapet, which would be set back from the roofline.*

[7] *Although the Project's residential units ultimately may consist of either condominiums or apartment units, because the Project Applicant proposes to subdivide the residential units for condominium purposes under proposed Vesting Tentative Tract Map No. 74320, they are assumed herein to be condominiums.*

[8] *Operating hours for the loading dock would be 24 hours per day, seven days per week.*

provided on levels 2 through 22, while the residential uses would be on levels 23 through 30. The proposed residences would be comprised of 12 studios, 42 one-bedroom units, 40 two-bedroom units, and 13 three-bedroom units ranging from approximately 650 square feet to 1,630 square feet in size. In addition, a single basement level would house mechanical rooms and storage.

As shown in the renderings provided in Figure II-4 through Figure II-6 on pages II-11 through II-13, the proposed building has been designed as a series of stacked volumes of varying sizes (floorplates), with shifting footprints and alternating types of curtain walls, capped by a bronze-colored (or other metallic) façade. Levels 1 through 7 would comprise one volume and serve as the building podium, with levels 2 through 7 extending over the Metro portal. Levels 8 through 14 would comprise the next volume, which would be stepped back substantially from Broadway and slightly from 2nd Street. Levels 15 through 18 and levels 19 through 26 also would be separate volumes, with the footprint of each shifting back and forth in relation to the adjacent streets. Levels 27 through 30 would comprise the smallest volume, which would be stepped back the furthest from both Broadway and 2nd Street. The highest two volumes, levels 27 through 30 and the eastern half of levels 19 through 26, would include a bronze-colored (or other metallic) façade. Overall, the height and massing of the building would shift away from Broadway toward Spring Street.

The shifting volumes in the building design would create a series of rooftop decks and terraces. Amenity decks offering a variety of social and community spaces would be provided on levels 8, 15, 19, and 27 and would include landscaped terraces, rooftop gardens, gathering spaces including barbeque and outdoor dining areas, and a swimming pool. Indoor recreational spaces would include a fitness center, two common rooms, and a lounge. Private balconies also would be provided on various levels for both residences and some of the office uses. A total of 27,765 square feet of usable common open space and 800 square feet of usable private open space would be provided for Project residents.

A landscaped passage or paseo would be located between the new building and the existing parking structure to the south and would form a pedestrian pathway from Broadway and the Metro portal across the site to Spring Street. This paseo would include canopy trees, a variety of shrubs and grasses, planted trellises, benches and café seating, permeable paving, and potentially a water wall feature. In addition, new and replacement street trees as well as streetscape plantings would be introduced along Broadway and Spring Street. The Project's landscaping would include drought-tolerant plants including

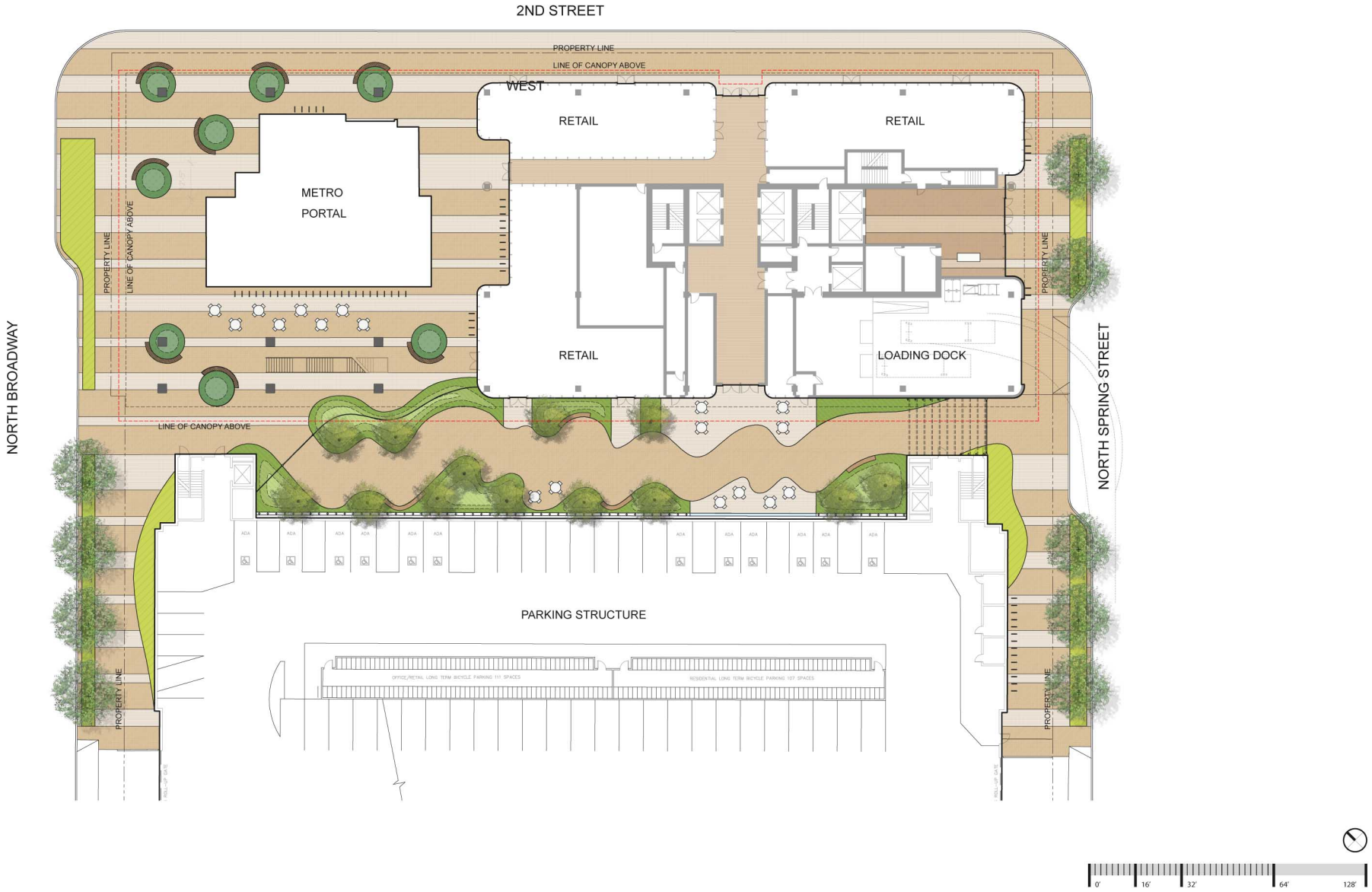

Figure II-3
Ground-Level Conceptual Site Plan

Source: Gensler, 2017.

Figure II-4
Conceptual Rendering—View from Broadway

Source: Gensler, 2016.

View from 2nd Street and Broadway

View from 2nd Street and Spring Street

Figure II-5
Conceptual Rendering—Views from 2nd Street

Source: Gensler, 2017.

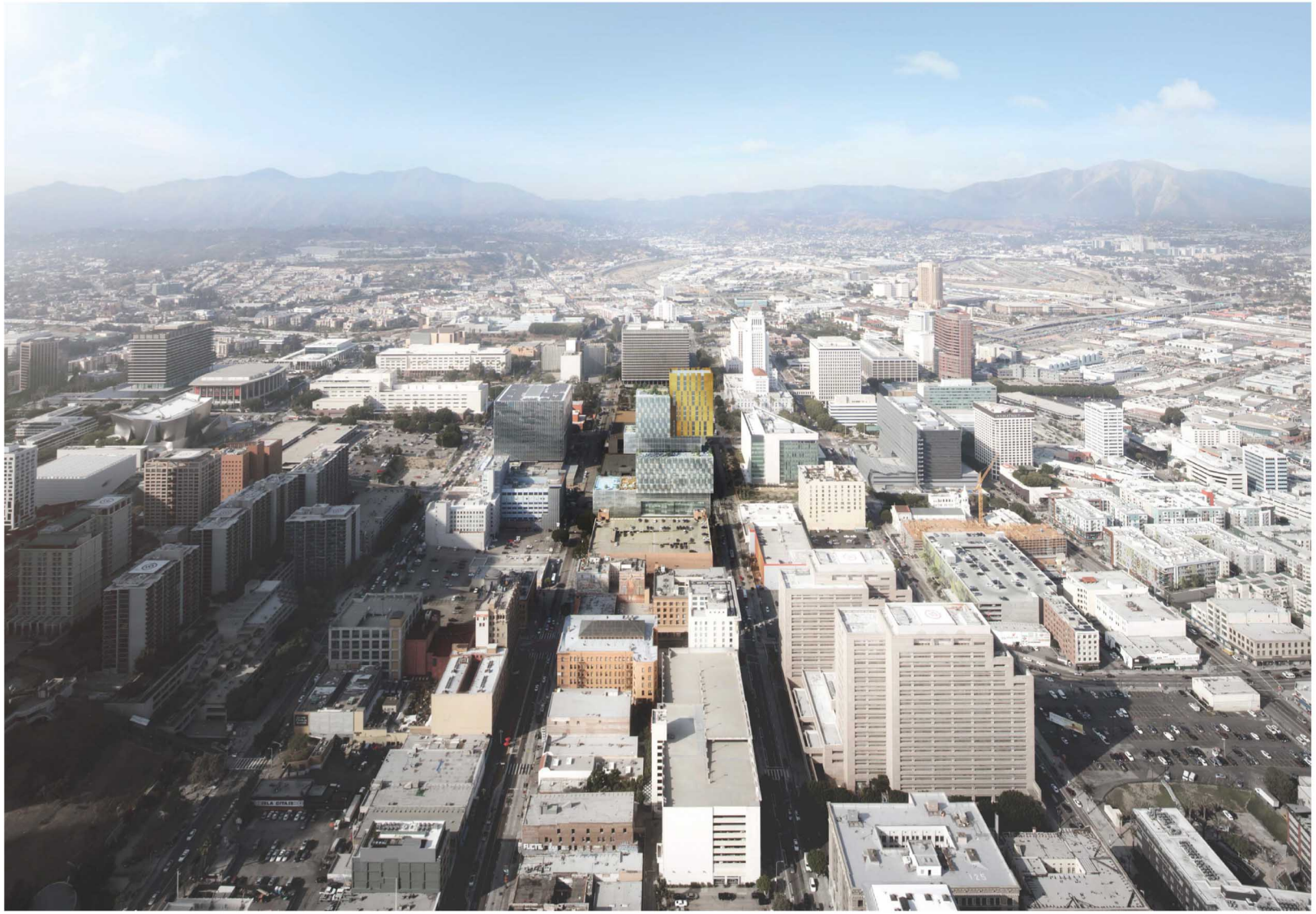

Figure II-6
Conceptual Rendering—Aerial View from the South

Source: Gensler, 2016.

both native and adaptive native plant materials.[9] An efficient irrigation system would be installed in all landscaped areas.

As previously indicated, the Metro Regional Connector 2nd Street/Broadway rail station and portal, currently under construction, would be located at the northwest corner of the Project Site. The at-grade portal would include ticket booths, kiosks, information signs, stairs, escalators, and elevators to serve the subterranean Metro station. The mixed-use building would be built above the Metro portal, with the floor of Level 2 essentially serving as a roof over the station entrance. A plaza surrounding the portal would include planted areas, benches and café seating, and bicycle parking. The design of the plaza around the portal would be integrated and consistent with the paseo, thus creating a larger, public plaza at Broadway and 2nd Street that extends across the center of the site to Spring Street. Upon completion, the Metro Regional Connector will consist of a 1.9-mile underground light-rail system connecting the Metro Gold Line to the 7th Street/Metro Center station. The Regional Connector includes the 2nd Street/Broadway rail station, as well as two additional new stations in the Downtown area.

Project lighting would include low-level exterior lights at the perimeter of the building, in the canopy over the Metro portal, and in the paseo, as needed, for aesthetic, security, and wayfinding purposes. All lighting would comply with current energy standards and codes while providing appropriate light levels to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed toward Project Site areas to minimize light spill-over to neighboring buildings and the surrounding area. Additionally, new street and pedestrian lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval by the Bureau of Street Lighting. Primary façade materials would include glass and various types of metal panels such as anodized aluminum, stainless steel, or bronze-colored metal. Glass would be selected for qualities such as low reflectivity to reduce glare; energy efficiency to limit solar heat gain; high visibility for adequate light transmission; and acoustic performance to reduce noise from outside.

Project signage would be integrated with and complement the overall aesthetic character of the Project and comply with the standards and goals of the Historic Broadway Sign Supplemental Use District. Project signage could include general ground level and wayfinding pedestrian signage around the perimeter of the building and in the paseo, building identification signs, and other sign types. Wayfinding signs would be located at

[9] *Adaptive plants are not native and not invasive, but are able to thrive in the local climate and soil conditions.*

access points to the on-site parking garage, paseo, commercial and residential entries, corridors, and elevator lobbies. Metro signage would be integrated with the overall signage concept. No off-premises billboard advertising is proposed as part of the Project.

b. Parking and Access

The existing five-level parking structure (plus two subterranean levels) located on the southern portion of the Project Site would remain and be reconfigured to provide the required vehicular parking and long-term bicycle parking for the proposed uses. More specifically, the existing 1,460 parking spaces within the garage would be reconfigured to provide 1,436 vehicular spaces and 218 long-term bicycle parking spaces. A total of 68 short-term bicycle parking spaces would be provided outside and adjacent to the parking structure and the new building, as well as within the Metro plaza. The Project would require 628 vehicular parking spaces per Los Angeles Municipal Code (LAMC), based on bicycle parking and transit credit deductions, as well as 0.25 spaces per residential unit of guest parking pursuant to Advisory Agency Parking Policy 2006-2.[10] Accordingly, surplus parking would remain available for the nearby Los Angeles Times Square buildings located on the north side of 2nd Street (subject to several off-site parking covenants recorded on the Project Site), as well as for lease to other uses in the area.[11]

Access to the parking structure would continue to occur via one existing driveway on Broadway and two existing driveways on Spring Street. In addition, one new driveway on Spring Street is proposed to access the loading area for the new building.

The Project does not include street dedications. However, the following sidewalk easements would be provided along Broadway, 2nd Street, and Spring Street in order to comply with the City's General Plan Mobility Plan 2035 standards for sidewalk widths:

- Broadway—A 17-foot sidewalk would be provided, consisting of a 12-foot sidewalk in the public right-of-way and a 5-foot sidewalk easement on private property.

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[10] *Parking requirements, including required bicycle parking and credit reductions, are based on LAMC Sections 12.21.A4 (Off-Street Automobile Parking Requirements), 12.21.A4(i) (Exception Downtown Business District), 12.21.A4(k) (Fractional Space), 12.21.A4(p) (Exception for Central City Area), 12.21.A4(x)(3) (Exception for Specified Exception Areas), and 12.21.A16(a)(2) (Bicycle Parking for Commercial Uses).*

[11] *Off-site parking covenants per County of Los Angeles Recorder Instrument Nos. 90-2043634, 97-1672752, 98-854779, and 05-1924091. Accordingly, under the covenants a total of 69 parking spaces (67 regular spaces and 2 handicap spaces) would be set aside.*

- 2nd Street—A 15-foot sidewalk would be provided, consisting of an 8-foot sidewalk in the public right-of-way and a 7-foot sidewalk easement on private property. This may be subject to change pending Metro's final sidewalk widening plans in conjunction with the Regional Connector project on-site.

- Spring Street—A 14-foot sidewalk would be provided in the public right-of-way. Based on the Project plans, there would also be 5 feet of paving on private property between the building and the back of the 14-foot sidewalk. Pursuant to Metro's current plans, Metro may provide an additional 5-foot sidewalk easement in this paved area, which could result in a 19-foot sidewalk area along Spring Street adjacent to the Project's new building. In addition, there would be an 8.5-foot variable width sidewalk easement on private property (including an area that is currently public right-of-way but would be merged into the Project's tract as part of the subdivision process) for the portion of Spring Street where the Project's curbside drop-off-area would be located.

c. Sustainability Features

The Project incorporates the principles of smart growth and environmental sustainability, as evidenced in its mixed-use nature, the Project Site's location within the established Downtown Los Angeles employment hub, proximity to transit and walkable streets, and the presence of existing infrastructure needed to service the proposed uses. Additionally, a number of specific sustainable design components would be incorporated into the Project, including the following:

- Water-efficient plantings with drought-tolerant species;

- Shade trees in public areas;

- Green walls in some outdoor areas;

- Energy-efficient lighting;

- Fenestration designed for solar orientation;

- Use of recyclable materials for flooring and demisable partitions in limited amounts;

- Pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking;

- Electric vehicle charging infrastructure; and

- Permeable pavement in the paseo.

The Project also would be required to comply with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and stormwater reuse. As discussed in the Initial Study for the Project, included in Appendix A of this Draft EIR, Best Management Practices (BMPs) would be implemented to collect, detain, and treat runoff on-site before discharging into the municipal storm drain system. Specifically, a stormwater capture and use system (i.e., harvesting system) is proposed on-site and would include a harvesting cistern with a pre-treatment settlement device to filter out trash and debris before water is used to irrigate the landscaped areas of the Project Site. The harvesting cistern capacity would exceed that required for an 85th percentile rainfall event (per LID requirements), thus providing 100 percent treatment.

d. Site Security Features

The Project would include numerous security features, including private on-site security, a closed circuit security camera system, 24-hour controlled access for the office and residential floors, and security patrols of the parking structure. The Project would be designed such that entrances and exits accessing the building, open spaces, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify secure pedestrian travel routes between the on-site Metro portal, parking garage, and points of entry into the building. Parking areas would also be sufficiently lit to maximize visibility and reduce areas of concealment.

6. Construction Activities and Phasing

The proposed improvements would replace the former surface parking lot on the northern portion of the Project Site that is currently being used as a construction staging and excavation area for the new on-site Metro 2nd Street/Broadway rail station and portal. In addition, all 37 existing trees on the Project Site are planned for removal and would be replaced with new landscaping, including canopy trees, street trees, and streetscape plantings.

Project construction is expected to occur in one primary phase, with no overlap with construction of the Metro portal and station on-site. As previously discussed, the on-site portal and station are currently under construction, and the Metro Regional Connector line is forecasted to open in 2021. Construction of the Project is anticipated to begin in 2022 and be complete by 2025. Construction activities would occur in accordance with LAMC requirements, which prohibit construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday. Construction activities would require approximately 7,000 cubic yards of grading, all of

which would be exported off-site to Chiquita Canyon Landfill and/or Manning Pit in Irwindale. The haul route to/from Chiquita Canyon Landfill is anticipated to follow segments of 2nd Street, Spring Street, 3rd Street, and Aliso Street in Downtown Los Angeles; CA-110, US-101, CA-170, and I-5; as well as Newhall Ranch Road, SR-126, and Henry Mayo Drive in Castaic. Alternatively, the haul route to/from Irwindale Landfill would follow segments of 2nd Street, Spring Street, 4th Street, Los Angeles Street, El Monte Busway East, and Arcadia Street in Downtown; US-101 and I-10; and Vincent Drive in Irwindale.

7. Necessary Approvals

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

- Vesting Zone Change to amend Ordinance No. 180,871 to remove [Q] Condition No. 7 (regarding 30 percent minimum and 40 percent maximum lot coverage for the portion of buildings over 150 feet in height) to reflect the Project's proposed design (per LAMC Sections 12.32 G and 12.32 Q);

- Site Plan Review for a project with an increase of 50,000 square feet of non-residential floor area and 50 or more dwelling units (per LAMC Section 16.05);

- Design Overlay Plan Approval for a project in the Broadway CDO Zone (per LAMC Section 13.08 E);

- Vesting Tentative Tract Map No. 74320 for a 10-lot airspace subdivision for merger, resubdivision, and condominium purposes, with a request for haul route approval (per LAMC Section 17.01 and 17.15); and

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, revocable permits, foundation permits, and building permits.

In addition, the following agencies are considered Responsible Agencies under CEQA whose approval or permits from whom may be required:

- South Coast Air Quality Management District (SCAQMD);

- Los Angeles Regional Water Quality Control Board (LARWQCB); and

- CRA/LA.