

V. MITIGATION MONITORING PROGRAM

1. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, specifically Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles (City) is the Lead Agency for Olympic Tower Project.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. Where appropriate, the EIR applied mitigation measures needed to avoid or reduce potentially significant environmental impacts. In addition, Project Design Features (PDFs) that would reduce impacts of the Project on the environment were identified. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures and PDFs identified in the EIR.

The MMP is subject to review and approval by the City, as the Lead Agency, as part of the approval process of the Project and adoption of Project conditions. The required mitigation measures and other PDFs are listed below and categorized by impact area, as identified in the EIR.

2. ORGANIZATION

As shown on the following pages, each identified mitigation measure and PDF for the Project is listed and categorized by environmental issue area, with accompanying discussion of the following:

Enforcement Agency – the agency with the power to enforce the mitigation measure and/or PDF.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or who physically monitors the Project for compliance with mitigation measures and/or PDFs.

Monitoring Phase – the phase of the Project during which the mitigation measure and/or PDF shall be monitored. Examples include the following general categories:

- Pre-Construction, including the design phase
- Construction

- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the mitigation measure and/or PDF shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required mitigation measure and/or PDF has been implemented.

The Project Applicant shall be responsible for implementing all mitigation measures and/or PDFs, unless otherwise noted and shall be obligated to provide documentation concerning implementation of the listed mitigation measures and/or PDFs to the appropriate monitoring agency and the appropriate enforcement agency. All departments listed in the MMP are within the City, unless otherwise noted. It is noted that while certain agencies outside of the City are listed as the monitoring/enforcement agencies for individual mitigation measures and/or PDFs listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

3. ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Project. The Project Applicant shall be responsible for implementing each mitigation measure and/or PDF and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each mitigation measure and/or PDF has been implemented. The Project Applicant shall maintain records demonstrating compliance with each mitigation measure and/or PDF. Such records shall be made available to the City upon request.

Further, specifically during the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of mitigation measures and/or PDFs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Project Applicant's compliance with the mitigation measures and/or PDFs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Project Applicant and Construction Monitor and be included as part of the Project Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to promptly notify the Project Applicant of any non-compliance with the mitigation measures and/or PDFs. If the Project Applicant does not correct the non-compliance within two days from the time of notification, the Construction Monitor

shall report such non-compliance to the Enforcement Agency. Any continued non-compliance shall be appropriately addressed by the Enforcement Agency.

4. PROGRAM MODIFICATION

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the mitigation measures and/or PDFs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with the mitigation measures and/or PDFs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a mitigation measure and/or PDF may be modified or deleted, if the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, including by preparing an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modification to or deletion of mitigation measures and/or PDFs. Any addendum or subsequent CEQA clearance that may be required in connection with the modification or deletion shall explain why the mitigation measure and/or PDF is no longer needed, not feasible, or the other basis for modifying or deleting the mitigation measure and or PDF. Under this process, the modification or deletion of a mitigation measure and/or PDF shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

5. MITIGATION MEASURES AND PDFS

Air Quality

MM-C-1: All off-road construction equipment greater than 50 hp shall be required to meet U.S. EPA Tier 4 emission standards to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT

documentation, and CARB or the South Coast Air Quality Management District (SCAQMD) operating permit shall be provided.

During plan check, the Project Applicant shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower that shall be used during any portion of demolition/excavation activities and concrete pour days for the mat foundation for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and CARB or SCAQMD operating permit shall be available on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off road diesel-powered equipment within the construction inventory list described above shall meet Tier 4 CARB/USEPA standards.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at Project plan check; Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

MM-C-2: The Project Applicant shall use of 2010 or newer diesel haul trucks (e.g., material delivery trucks and soil import/export), and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

Cultural Resources

MM-D-1: Retain a Qualified Archaeologist. The Project Applicant shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology, during the initial excavation phase to carry out all mitigation measures related to archaeological resources.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once prior to issuance of Building Permit

Action Indicating Compliance: Compliance report prepared by qualified archaeologist

MM-D-2: Prepare a Monitoring and Mitigation Plan. Before excavation, an Archaeological Resources Monitoring and Mitigation Plan (Monitoring Plan) shall be prepared. The Monitoring Plan shall include, but not be limited to, monitoring protocol for excavation, a construction worker training program, and discovery and processing protocol for inadvertent discoveries of archaeological resources. The Monitoring Plan should identify areas with moderate to high sensitivity determined for cultural resources that require monitoring and detail a protocol for determining circumstances in which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. Specifically, the Monitoring Plan shall include a framework for assessing the geo-archaeological setting to determine whether sediments capable of preserving archaeological remains are present, and the depth at which these sediments would no longer be capable of containing archaeological material.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once prior to issuance of Grading Permit

Action Indicating Compliance: Issuance of Monitoring Plan to City

MM-D-3: Worker Training. Before excavation, at the Project kickoff, the selected qualified archaeologist or their designee will provide a briefing to construction crews to provide information on regulatory requirements for the protection of archaeological resources. As part of this training, construction crews shall be briefed on proper procedures to follow should unanticipated archaeological resources discoveries be made during construction. Workers shall be provided contact information and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of archaeological resources that would require notification of the Project archaeologist.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once prior to issuance of Grading Permit

Action Indicating Compliance: Compliance report prepared by qualified archaeologist

MM-D-4: Monitoring for Archaeological Resources. Before ground disturbance, an archaeological monitor shall be present during initial excavation activities as stipulated in the Monitoring Plan. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. Specifically, field observations regarding the geo-archaeological setting shall be conducted to determine the presence of undisturbed sediments capable of preserving archaeological remains, and the depth at which these sediments would no longer be capable of containing archaeological material. The duration and timing of the monitoring shall be determined by the qualified archaeologist in consultation with the Department of City Planning and the Project Applicant. At the conclusion of monitoring activities, a technical report shall be prepared documenting the methods and results of all work completed under the Monitoring Plan. The report shall be prepared under the supervision of a qualified archaeologist and submitted to City Planning and the South Central Coastal Information Center.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction/Grading and Excavation Phase

Monitoring Frequency: Once prior to issuance of Building Permit

Action Indicating Compliance: Compliance report prepared by qualified archaeologist

Greenhouse Gas Emissions

PDF-GHG-1: The Project shall include rooftop photovoltaic panels, calculated to provide power to common and amenity areas (refer to Figure III-4 and Figure III-35 in Section III [Project Description]).

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Issuance of Certificate of Occupancy

PDF-GHG-2: The Project shall include façade photovoltaic panels contained within the glass panels to provide power to the building exterior lighting and LED lighting (refer to Figure III-32 and Figure III-33 in Section III [Project Description]).

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Issuance of Certificate of Occupancy

Hazards and Hazardous Materials

MM-G-1: Prior to issuance of a grading permit, the Project Applicant shall prepare a Soil Management Plan (SMP) for the Project in accordance with all applicable requirements of the Los Angeles Fire Department, the Los Angeles Regional Water Quality Control Board, and the Department of Toxic Substances Control. The SMP shall be approved by the Department of Building and Safety, Grading Division. The SMP shall set forth procedures to be followed during the Project's excavation and development phases to properly manage the soil and minimize risks to workers and the public during construction in accordance with any requirements set forth by the Los Angeles Fire Department, the Los Angeles Regional Water Quality Control Board, and/or the Department of Toxic Substances Control. The SMP shall address the delineation of the vertical and lateral extent of residual gasoline-related constituent impacts in Project site soil. Soil management procedures shall be described so that hazardous soil can be separated from non-hazardous soil during excavation tasks. The SMP shall describe the transport and disposal of the soil at an appropriate waste management facility(ies).

Enforcement Agency: City of Los Angeles Department of Public Works; Los Angeles Fire Department

Monitoring Agency: City of Los Angeles Department of Public Works

Monitoring Phase: Pre-Construction/Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

Noise

MM-I-1: All diesel-powered construction vehicles shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA. Should they be required, generators would be solar-powered.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

MM-I-2: Temporary sound barriers capable of achieving a sound attenuation of at least 5 dBA shall be erected along the Project's boundaries.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

MM-I-3: Construction activities that produce vibration, such as demolition, excavation, and earthmoving, shall be sequenced so that vibration sources within 10 feet of Hotel Figueroa do not operate simultaneously.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

MM-I-4: No pile driving shall occur as part of Project construction.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

MM-I-5: Pre-construction surveys shall be performed to document the conditions of Hotel Figueroa. A structural monitoring program shall be implemented and recorded during part or all of the Project's construction phase. The performance standards of the structure-monitoring plan shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the building.
- A registered civil engineer or certified engineering geologist shall develop recommendations for a structure-monitoring program, including a timeline for monitoring.
- The structure-monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds (0.25 PPV in/sec) established specifically for the Project's construction activities and proximity to the Hotel Figueroa. If the thresholds are met or exceeded, or if noticeable structural damage becomes evident to the Project contractor, work shall stop in the area of the affected building until measures have been taken to prevent construction-related damage to the structure.
- The structure-monitoring program shall be submitted to the Department of Building and Safety for review and approval and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once prior to issuance of Grading Permit

Action Indicating Compliance: Issuance of structure-monitoring plan to City

Transportation/Traffic

MM-L-1: The Project Applicant shall prepare and provide to LADOT a preliminary Transportation Demand Management (TDM) Program to the satisfaction of LADOT and in accordance with the City's Trip Reduction Ordinance to reduce the Project's traffic generation. The final TDM Program shall be approved by LADOT prior to issuance of any Certificate of Occupancy. The preliminary TDM Program shall include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. LADOT shall determine and approve the specific contents of the TDM Program and traffic-reduction strategies, which could include the following, as examples:

- *On-Site Employee Transportation Coordinator.* An on-site Employee Transportation Coordinator (ETC) could be designated for the Project. The ETC would manage all aspects of an enhanced TDM program and also would participate in City-sponsored workshops and information roundtables. The ETC would establish a Transportation Information Center and Transportation Fairs. The Transportation Information Center would provide on-site information at its buildings for employees and visitors about local public transit services (including bus lines, rail lines and connections, rideshare programs and shuttles), and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers). Walking and biking maps also would be provided for employees, visitors and residents, which would include but not be limited to information about convenient local services and restaurants within walking distance of the project. Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the ETC located at the Project site. Transportation information should be maintained at the administrative offices of the buildings, or by directing inquiries to the building's web site as a portal.
- *TDM Website Information.* Transportation information should be provided in a highly visible and accessible location on the building's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, visitors and residents of available alternative transportation modes to access the project, other amenities in the area and travel opportunities in the area. The website also should highlight the environmental benefits of utilization of alternative transportation modes.
- *TDM Promotional Material.* Provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In

addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours.

- *Transit Welcome Package.* All new employees could be provided with a Transit Welcome Package (TWP) in addition to holding Transportation Fair on an annual basis. The TWP at a minimum could include information regarding employer's arrangements for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the Project site.
- *Carpool Program for Employees.* Provide preferential parking within the parking garages for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision.
- *Public Transit Stop Enhancements.* Working in cooperation with the City and other transit agencies to improve existing bus stops with enhanced shelters and transit information within the immediate vicinity of the buildings. Enhancements could include enhanced weather/sun protection, lighting, benches, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative.
- *Convenient Parking/Amenities for Bicycle Riders.* Provide locations at the Project site for convenient parking for bicycle commuters for working employees and visitors. The bicycle parking should be located within the buildings such that long-term and short-term parkers could be accommodated. Bicycle parking may mean bicycle racks, a locked cage, or other similar parking area. Provide shower facilities for employees who commute to work via bicycle.
- *Local Hiring Program.* To the extent feasible, when hiring, conduct outreach to residents who live within Downtown Los Angeles based on satisfaction of other requirements of the available positions.
- *Flexible/Alternative Work Schedules.* Encourage tenants in the building to offer flexible or alternative work schedules, as well as the opportunity to telecommute if feasible.

- *Parking Cash-Out Program.* Require in all leases it executes as landlord for space within the project that tenants offer a parking cash-out program. Parking cash-out program means an employer-funded program under which an employer offers in-lieu of any parking subsidy, a transit subsidy or cash allowance (for use of alternative modes such as walking and bicycling) of equal or greater value.
- *Unbundling and Lease of Parking Spaces for the Residential Land Use.* Offer options for buyers of the residential condominium dwelling units to purchase parking separately (i.e., unbundle parking from the unit price).
- *Participation in a Transportation Management Organization (TMO),* if one is established and the Project Site included. Project representatives would attend organization meetings for the TMO, provide parking and travel demand data to the TMO, pay any established dues to the TMO, and make available information to Project tenants relative to the services provided by the TMO.
- *Record a Covenant and Agreement* to ensure that the TDM Program shall be maintained.

The following improvements shall be part of the TDM Program:

- Contribution to the Los Angeles Bicycle Plan – Prior to the issuance of any certificates of occupancy, the Project Applicant shall contribute a one-time fixed-fee of \$100,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the Project Site area.
- The Project Applicant shall support existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking, rentals, shared vehicle rentals, transit information, etc. at the Project Site (subject to design feasibility).

Transportation Systems Management (TSM) Improvements

Some of the signalized intersections within the Project Site study area require an upgrade to the traffic signal equipment and hardware. Some of the traffic signals in the study area currently operate using a Type 170 traffic signal controller. Newer controllers (e.g., Type 2070) provide for enhanced and real-time operation of the traffic signal timing. Also, when supplemented by additional roadway system loops and closed-circuit television (CCTV) cameras at key locations, LADOT can identify the causes of delay and implement instant signal timing remedies to improve the traffic flow of vehicles and buses. These traffic signal upgrades provide a system-

wide benefit by reducing delays experienced by motorists. To enhance the traffic signal system in the area and improve the network capacity for real-time video monitoring of intersection, corridor, transit, and pedestrian operations by reducing delays experienced by motorists at study intersections, the following TSM improvements shall be implemented by the Project Applicant:

- Install a new CCTV at Figueroa Street and Venice Boulevard, the cost of which is approximately \$40,000,
- Upgrade the fiber optic cable from 12SM to 48SM on Figueroa Street between Venice and Olympic Boulevards, the cost of which is approximately \$40,000.

The Project Applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements described above. All improvements and associated traffic signal work within the City must be guaranteed through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the Project Applicant, provided that, in each case, the Project Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a predesign meeting to finalize the proposed design needed for the project. If a proposed transportation improvement does not receive the required approval, a substitute may be provided subject to the approval of LADOT upon demonstration that the substitute is environmentally equivalent or superior to the original.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Prior to issuance of Building Permit; pre-occupancy

Monitoring Frequency: Once prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Approval of TDM program from Los Angeles Department of Transportation; issuance of Certificate of Occupancy; submittal of compliance report to City

MM-L-2: Prior to issuance of a demolition permit, in coordination with LADOT and the Department of Building and Safety, the Project Applicant shall prepare a detailed Construction Traffic Management Plan, including street closure information, detour plans, haul routes, and staging plans. The Construction Traffic Management Plan shall outline how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of specific construction activities and other projects in the vicinity, and shall include the following elements as appropriate:

- Provide for temporary traffic control during all construction activities within public rights-of-way to improve traffic flow on public roadways (e.g., flagmen);
- Schedule of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Reroute construction trucks to reduce travel on congested streets to the extent feasible;
- Prohibit construction-related vehicles from parking on surrounding public streets;
- Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Accommodate all equipment on-site; and
- Obtain the required permits for truck haul routes from the City prior to issuance of any permit for the Project.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Transportation; City of Los Angeles Department of Transportation

Monitoring Phase: Prior to issuance of Demolition Permit; construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

Utilities and Service Systems – Water

PDF-WATER-1: Water Conservation Measures

- High Efficiency Toilets with a flush volume of 1.1 gallons per flush or less
- Urinals – Waterless
- Showerheads with a flow rate of 1.5 gallons per minute or less
- ENERGY STAR Certified Residential Clothes Washers – Integrated Water Factor of 3.7 or less, front-loading, and capacity of 2.3 cubic feet
- ENERGY STAR Certified Residential Dishwashers – 3.07 gallons per cycle or less, standard type
- Centralized Domestic Water Heating System with hot water return branches
- Point of Use Water Heaters may be used where conditions warrant
- Individual metering and billing for water use for every residential dwelling unit and commercial unit
- Water-Saving pool filter
- Pool/Spa recirculating filtration equipment
- Pool splash troughs around the perimeter that drain back into the pool
- Install a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired
- Reuse pool backwash water for irrigation
- Leak Detection System for swimming pools and Jacuzzi
- Micro-Spray
- Hydro-zoning Irrigation – Commercial zoning with plant factor 0.3 and Residential zoning with plant factor 0.4

- Drip/Subsurface Irrigation to Commercial zone (4,251 square feet) and Residential zone (8,474 square feet)
- Primary (On-Site) Waste Water Treatment Systems – Possible uses are public toilets and irrigation. Exact usage information not yet known.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Prior to issuance of a Certificate of Occupancy

Action Indicating Compliance: Issuance of a Certificate of Occupancy

ERRATA TO THE ENVIRONMENTAL IMPACT REPORT

FOR THE OLYMPIC TOWER PROJECT

This Errata revises Mitigation Measure L-1 that was included in the Draft Environmental Impact Report (EIR) and the Final EIR for the Olympic Tower Project. Mitigation Measure L-1 calls for preparation and implementation of a Transportation Demand Management (TDM) Plan to the satisfaction of LADOT and in accordance with the City's Trip Reduction Ordinance to reduce the Project's traffic generation, in addition to implementation of traffic signal upgrades. The requirements of Mitigation Measure L-1 are substantially similar to the Transportation Improvement and Mitigation Program included in the Los Angeles Department of Transportation's (LADOT) Traffic Impact Assessment letter, dated June 12, 2017 (refer to item A on page 3).

To ensure consistency between Mitigation Measure L-1 and LADOT's TDM Program and Transportation Systems Management (TSM) Improvements for the Olympic Tower Project, Mitigation Measure L-1 on pages IV.L-91 through IV.L-94 in the Draft EIR and on pages V-11 through V-13 in the Final EIR has been revised as follows to more closely reflect LADOT's language in their Traffic Impact Assessment letter (deleted text shown in ~~strikethrough~~; new text shown in underline):

L-1: ~~Prior to issuance of a Certificate of Building Permit, the~~The Project Applicant shall prepare and provide to LADOT a preliminary Transportation Demand Management (TDM) ~~Plan~~Program to the satisfaction of LADOT and in accordance with the City's Trip Reduction Ordinance to reduce the Project's traffic generation. The final TDM Program shall be required approved by LADOT prior to issuance of any Certificate of Occupancy. ~~This~~The preliminary ~~TDM plan~~Program ~~also shall include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. The final TDM Plan shall be required prior to issuance of any Certificate of Occupancy.~~ LADOT shall determine and approve the specific contents of the TDM ~~Plan~~Program and traffic-reduction strategies, which could include the following, as examples:

- *On-Site Employee Transportation Coordinator.* An on-site Employee Transportation Coordinator (ETC) could be designated for the Project. The ETC would manage all aspects of an enhanced TDM program and also would participate in City-sponsored workshops and information roundtables. The ETC would establish a Transportation Information Center and Transportation Fairs. The Transportation Information Center would provide on-site information at its buildings for employees and visitors about local public transit services (including bus lines, rail lines and connections, rideshare programs and shuttles), and bicycle facilities (including routes, rental and sales locations,

on-site bicycle racks and showers). Walking and biking maps also would be provided for employees, visitors and residents, which would include but not be limited to information about convenient local services and restaurants within walking distance of the project. Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the ETC located at the Project site. Transportation information should be maintained at the administrative offices of the buildings, or by directing inquiries to the building's web site as a portal.

- *TDM Website Information.* Transportation information should be provided in a highly visible and accessible location on the building's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, visitors and residents of available alternative transportation modes to access the project, other amenities in the area and travel opportunities in the area. The website also should highlight the environmental benefits of utilization of alternative transportation modes.
- *TDM Promotional Material.* Provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours.
- *Transit Welcome Package.* All new employees could be provided with a Transit Welcome Package (TWP) in addition to holding Transportation Fair on an annual basis. The TWP at a minimum could include information regarding employer's arrangements for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the Project site.
- *Carpool Program for Employees.* Provide preferential parking within the parking garages for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision.
- *Public Transit Stop Enhancements.* Working in cooperation with the City and other transit agencies to improve existing bus stops with enhanced shelters and transit information within the immediate vicinity of the buildings. Enhancements could include enhanced weather/sun protection, lighting,

benches, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative.

- *Convenient Parking/Amenities for Bicycle Riders.* Provide locations at the Project site for convenient parking for bicycle commuters for working employees and visitors. The bicycle parking should be located within the buildings such that long-term and short-term parkers could be accommodated. Bicycle parking may mean bicycle racks, a locked cage, or other similar parking area. Provide shower facilities for employees who commute to work via bicycle.
- *Local Hiring Program.* To the extent feasible, when hiring, conduct outreach to residents who live within Downtown Los Angeles based on satisfaction of other requirements of the available positions.
- *Flexible/Alternative Work Schedules.* Encourage tenants in the building to offer flexible or alternative work schedules, as well as the opportunity to telecommute if feasible.
- *Parking Cash-Out Program.* Require in all leases it executes as landlord for space within the project that tenants offer a parking cash-out program. Parking cash-out program means an employer-funded program under which an employer offers in-lieu of any parking subsidy, a transit subsidy or cash allowance (for use of alternative modes such as walking and bicycling) of equal or greater value.
- *Unbundling and Lease of Parking Spaces for the Residential Land Use.* Offer options for buyers of the residential condominium dwelling units to purchase parking separately (i.e., unbundle parking from the unit price).
- *Participation in a Transportation Management Organization (TMO), if one is established and the Project Site included. Project representatives would attend organization meetings for the TMO, provide parking and travel demand data to the TMO, pay any established dues to the TMO, and make available information to Project tenants relative to the services provided by the TMO.*
- *Record a Covenant and Agreement to ensure that the TDM Program shall be maintained.*

The following improvements shall be part of the TDM Program:

- *Contribution to the Los Angeles Bicycle Plan – Prior to the issuance of any certificates of occupancy, the Project Applicant shall contribute a one-time*

fixed-fee of \$100,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the Project Site area.

- The Project Applicant shall support existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking, rentals, shared vehicle rentals, transit information, etc. at the Project Site (subject to design feasibility).

Traffic Signal Upgrades Transportation Systems Management (TSM) Improvements

Some of the signalized intersections within the ~~project~~Project Site study area require an upgrade to the traffic signal equipment and hardware. Some of the traffic signals in the study area currently operate using a Type 170 traffic signal controller. Newer controllers (e.g., Type 2070) provide for enhanced and real-time operation of the traffic signal timing. Also, when supplemented by additional roadway system loops and closed-circuit television (CCTV) cameras at key locations, LADOT can identify the causes of delay and implement instant signal timing remedies to improve the traffic flow of vehicles and buses. These traffic signal upgrades provide a system-wide benefit by reducing delays experienced by motorists. To enhance the traffic signal system in the area and improve the network capacity for real-time video monitoring of intersection, corridor, transit, and pedestrian operations by reducing delays experienced by motorists at study intersections, the following TSM improvements shall be implemented by the Project Applicant:

- Install a new CCTV at Figueroa Street and Venice Boulevard, the cost of which is approximately \$40,000,
- Upgrade the fiber optic cable from 12SM to 48SM on Figueroa Street between Venice and Olympic Boulevards, the cost of which is approximately \$40,000.

The Project Applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements described above. All improvements and associated traffic signal work within the City must be guaranteed through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the Project Applicant, provided that, in each case, the Project Applicant has demonstrated reasonable efforts and due diligence to the

satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a predesign meeting to finalize the proposed design needed for the project. If a proposed transportation improvement does not receive the required approval, a substitute may be provided subject to the approval of LADOT upon demonstration that the substitute is environmentally equivalent or superior to the original.

CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states the following:

- *New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:*
- *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*
- *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.*
- *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5 also provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR [...] A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.”

The information added pursuant to this Errata does not disclose a new significant environmental impact that would result from the Project or from a new mitigation measure or substantial increase in the severity of an environmental impact, nor does the information in the Errata contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid

such an effect that the Project Applicant has declined to adopt. Additionally, information provided in this Errata does not present a feasible Project alternative or mitigation measure considerably different from others previously analyzed in the EIR. The revisions to Mitigation Measure L-1 include additional traffic improvement measures to reduce the Project's traffic impacts and do not eliminate measures or requirements. The revisions provide consistency between Mitigation Measure L-1 and LADOT requirements.

The City has reviewed the information in this Errata and has determined that the information does not change any of the basic findings or conclusions of the EIR, does not constitute "significant new information" pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR.