



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

Central Los Angeles Area Planning Commission

Date: May 12, 2020
Time: 4:30 p.m.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the APC meeting will be conducted entirely telephonically by Zoom [\[https://zoom.us/\]](https://zoom.us/).

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting apccentral@lacity.org.

Public Hearing: Required
Appeal Status: Appealable to City Council
Expiration Date: May 25, 2020
Multiple Approval: N/A

Case No.: APCC-2019-6492-SPE
CEQA No.: ENV-2009-599-EIR-ADD1
Related Cases: None
Council No.: 1 – Cedillo
Plan Area: Central City North
Specific Plan: Cornfield Arroyo Seco Specific Plan

Certified NC: Historic Cultural North
GPLU: Hybrid Industrial
Zone: UI(CA)

Applicant: Janice Sican,
1457 Main Property, LLC
Representative: Matt Dzurec,
Armbruster Goldsmith &
Delvac, LLP

PROJECT LOCATION: 1457 N. Main Street (1435-1465 N. Main Street; 114-116 W. Sotello Street)

PROPOSED PROJECT: The Project involves the demolition of an existing two-story structure occupied by a food processing facility and the construction, use, and maintenance of a 123,363 square-foot, six-story mixed-use building with 244 live-work units (50,546 square feet “live” and 33,697 square feet “work”) and 9,829 square feet of additional commercial space. The Project has a maximum height of 86.6 feet, with an average height of 60.8 feet and a Floor Area Ratio (FAR) of 2.19:1 on a 56,454-square foot site (54,103 net square feet after street dedications). The Project provides nine automobile parking spaces, ten motorcycle parking spaces, and 150 bicycle parking spaces. A total of 13,736 square feet of open space is proposed, including a front courtyard, a rear courtyard, and a roof deck. The Project would set aside 1,780 square feet of residential floor area for Extremely-Low Income households.

REQUESTED ACTION: 1. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in the previously certified Environmental Impact Report No. ENV-2009-599-EIR, certified on June 28, 2013, and adopt the Addendum dated March 26, 2020.

2. Pursuant to Los Angeles Municipal Code Section 11.5.7 F, a Specific Plan Exception (SPE) from the Limits Table in Chapter 2.1 E of the Cornfield Arroyo Seco Specific Plan (CASP) to allow a maximum of 41 percent of the Project floor area to be developed with residential multi-family uses, in lieu of the 15 percent maximum as otherwise allowed in the Urban Innovation (UI) Zone.

RECOMMENDED ACTIONS:

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the previously certified Environmental Impact Report No. ENV-2009-599-EIR, certified on June 28, 2013; and pursuant to CEQA Guidelines, Sections 15162 and 15164 and the Addendum, dated March 26, 2020, that no major revisions to the EIR are required and no subsequent EIR, or negative declaration is required for approval of the project;
2. **Approve a Specific Plan Exception** from the Limits Table in Chapter 2.1 E of the Cornfield Arroyo Seco Specific Plan (CASP) to allow a maximum of 41 percent of the Project floor area to be developed with residential multi-family uses, in lieu of the 15 percent maximum as otherwise allowed in the Urban Innovation (UI) Zone;
3. **Adopt** the attached Conditions of Approval; and
4. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Jane J. Choi, AICP, Principal City Planner



Debbie Lawrence, Senior City Planner



Nuri Cho, City Planner



Michael Sin, City Planning Associate
(213) 978-1345

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Requirements for submission of materials can be found on the Department of City Planning website at <https://planning.lacity.org/about/virtual-commission-instructions>. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than seven working days prior to the meeting by calling the Commission Secretariat at (213) 978-1295.

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PROJECT ANALYSIS

Project Summary

The Project involves the demolition of an existing two-story structure occupied by a food processing facility and the construction, use, and maintenance of a 123,363 square-foot, six-story mixed-use building with 244 live-work units (50,546 square feet of residential “live” area and 33,697 square feet of “work” area) and 9,829 square feet of additional commercial space. The Project has a maximum height of 86.6 feet, with an average height of 60.8 feet and a Floor Area Ratio (FAR) of 2.19:1 on a 56,454-square foot site (54,103 net square feet after street dedications). The Project provides nine automobile parking spaces, 10 motorcycle parking spaces, and 150 bicycle parking spaces. A total of 13,736 square feet of open space is proposed, including a front courtyard, a rear courtyard, and a roof deck. The Project would set aside 1,780 square feet of residential floor area for Extremely-Low Income households.

The Applicant is seeking a Specific Plan Exception to allow a maximum of 41 percent of the Project’s floor area to be developed with residential multi-family uses, in lieu of the 15 percent maximum as otherwise allowed in the Urban Innovation Zone. While the requested Specific Plan Exception would result in the Project having a greater percentage of residential floor area than permitted, the Project size does not exceed the overall Base FAR limit of 3:1 when viewed as a whole, and the Project will comply with all other requirements of the Cornfield Arroyo Seco Specific Plan.

Background

The Project Site is located within the Central City North Community Plan Area with a General Plan Land Use Designation of Hybrid Industrial. The property is comprised of eight lots, which together form a 56,454 square-foot rectangular shaped site (54,103 net square feet after street dedications), with approximately 340 feet of frontage along North Main Street to the southeast and approximately 180 feet of frontage along Sotello Street to the northeast. The site is located approximately 700 feet from Los Angeles State Historic Park to the northwest, 1,100 feet from the Los Angeles River to the southeast, and 0.3 miles from the Chinatown Metro L Line (Gold) station to the southwest.

The Project Site is within the Cornfield Arroyo Seco Specific Plan (CASP) and is located within the Urban Innovation (UI) Zone, which is a zone unique to the CASP. The property is developed with a two-story building occupied by a food processing facility that contains 25,709 square feet of floor area and surface parking. There are no residential units on the Site.

Adjacent properties are zoned UI or Urban Village (UV) and developed with a mix of production, light industrial, and residential uses, including the following:

- To the north: light industrial uses and music rehearsal studios
- To the south, across Main Street: multi-family residential uses (William Mead Homes) and an auto repair shop
- To the east across Sotello Street: wholesale food and kitchen supplies distributor
- To the west: film production rental facility with rooftop open space area

Streets and Circulation

North Main Street is an Avenue II with a designated right-of-way width of 86 feet and designated roadway width of 56 feet. The street is improved to a right-of-way width of 80 feet and roadway width of 56 feet.

Sotello Street is a Modified Local Street – Standard with a designated right-of-way width of 60 feet and a designated roadway width of 40 feet. The street is improved to a right-of-way width of 52 feet and a roadway width of 38 feet.

Proposed Project and Uses

Table 1 below provides a summary of the Project's proposed uses by area:

Table 1: Proposed Project Area by Use

Use	Floor Area (sf)	Percentage
Live-Work - Residential	50,546	41.0%
<i>Extremely Low Income</i>	<i>1,780</i>	
Live-Work - Work Area ^a	33,697	27.3%
Common Floor Area	27,420	22.2%
Building Service	1,871	1.5%
Commercial	9,829	8.0%
Total	123,363	100.0%
^a The CASP excludes the "work" portion of live-work units when calculating permitted residential floor area (CASP Section 2.1.E, Limits Table).		
Source: The Architects Collective, October 1, 2019		

The Project has a total floor area of 123,363 square feet, resulting in a FAR of 2.19:1 across the 56,454 square-foot site. The Project includes 50,546 square feet of residential floor area, which amounts to approximately 41 percent of the total floor area of the Project. Note that under the CASP, only the "live" portion of live-work dwelling units counts as residential floor area. The "work" portion of the live-work units (33,697 square feet), along with building common and service areas and the proposed 9,829 square feet of commercial uses, counts as non-residential floor area. In total, 244 live-work dwelling units are proposed.

Project Design

The proposed Project has been designed consistent with the building form and urban design provisions of the CASP. While the CASP does not regulate the maximum height of a building, the average height of all structures on the Project Site cannot exceed 90 feet. The Project's average height of 60.8 feet is fully compliant with this requirement.

The ground level of the Project is defined by an open air courtyard and passage (front courtyard) with pedestrian street access from Main Street, flanked on the east side by café and restaurant spaces located at the corner of Main and Sotello Streets, with the building ground floor lobby, 1,061 square-foot art gallery, and 1,361 square-foot maker space on the west side. The remaining portions of the ground floor includes 28 live-work units, an outdoor resident courtyard (rear courtyard), bicycle parking storage, a vehicular driveway, and circular drop-off area accessed from Sotello Street.

The second through sixth levels contain the remaining 216 live-work units, with 55 units on the second level, 51 units on the third level, 51 units on the fourth level, 48 units on the fifth level, and 11 units on the partial sixth level, which also includes a 4,491 square-foot roof deck. A total of 13,736 square feet of open space is proposed, including a front courtyard, a rear courtyard, and a roof deck. A total of 150 bicycle parking spaces are proposed consistent with the Bicycle Parking Ordinance in the Municipal Code and the CASP's requirements.

No automobile parking spaces are required by the CASP; however, any vehicular parking spaces that are provided must be concealed from the street. The Project includes nine automobile parking spaces and 10 motorcycle parking spaces located at the rear of the site, which are screened from view from adjacent properties and rights-of-way by landscaping.

Exterior architectural details include an art mural, perforated metal infill panels, and fiber cement siding. The Project features a range of glazing types, including glass roll-up doors and steel frame windows on the ground floor and vinyl framed windows on the upper floors. The Project will comply with all building form, urban design, open space and landscaping, parking design, conservation, and performance standards of the CASP. No deviations from those standards have been requested. Plans and illustrations depicting the Project are available in the case file.

Issues

Residential Floor Area

As noted, the Project Site is located in the UI Zone, which limits residential multi-family uses to 15 percent of the total floor area of the Project. Accordingly, the applicant is seeking a Specific Plan Exception to allow 41 percent of the floor area of the Project to be developed with residential floor area. Table 2 below summarizes the zoning regulations applicable to the Project Site:

Table 2: CASP Zoning Regulations for Project Site

	Urban Innovation (UI) Zone
Base FAR (by-right)	3:1
Maximum Residential Floor Area	15% ^a
Maximum FAR	4:1
<i>Affordable Housing Bonus</i>	<i>3.45:1^b</i>
^a This percentage may be exceeded through Affordable Housing Bonus Option incentives. ^b Strategy B of the Affordable Housing Bonus Option allows for an increase in allowable FAR to 3.45:1. The residential portion of the Project shall not exceed 0.9:1 FAR. Additional public benefits may be provided up to the Maximum FAR.	
Source: Cornfield Arroyo Seco Specific Plan, Pages 2-8 to 2-13	

The UI Zone allows for a Base FAR of 3:1 on the Project Site, of which no more than 15 percent (for example, a .45:1 FAR for a project with an FAR of 3:1) may be used as residential floor area. A project's FAR may be increased up to 3.45:1 through the use of the CASP's Affordable Housing Bonus Option (Strategy B); for a project that utilizes this incentive, the allowable residential portion of the Project may be increased up to 0.9:1 FAR (approximately 26 percent of total floor area) through the provision of floor area for covenanted affordable housing units. Additional non-residential floor area rights can be obtained through the provision of community benefits, or the transfer of floor area from other properties in the CASP, up to a Maximum FAR of 4:1.

The requested Specific Plan Exception would result in the Project having a greater percentage of residential floor area than otherwise permitted: 41 percent rather than 15 percent. However, the Project as a whole would not exceed the overall floor area limits of the UI Zone. The Project's FAR of 2.19:1 is well below the Base FAR and the Maximum FAR allowed (3:1 and 4:1 respectively). As a result, the Project's residential floor area is proportionally higher than that of a larger project having the same amount of residential floor area but a higher overall FAR. Of note, the Project's proposed residential floor area (50,546 square feet, or 0.9:1 FAR) does not exceed

the maximum allowable residential FAR of 0.9:1 if the Project were to utilize the Affordable Housing Bonus Option.

Under the Affordable Housing Bonus Option (Strategy B), as set forth in CASP Chapter 2.1 G.1, if an applicant agrees to reserve a portion of the residential units in a project for affordable housing, then for each square foot of affordable housing constructed, the applicant will be granted the right to construct a certain amount of additional residential floor area above the Base FAR for the project. For Extremely Low Income units (i.e., units set aside for households earning 30 percent of Area Median Income or less), each square foot of affordable space equates to a bonus of 18 square feet of additional market-rate space for a total bonus of 19 square feet. As noted, the maximum FAR that can be achieved on the Project Site using the Affordable Housing Bonus Option (Strategy B) is 3.45:1, with the residential portion subject to a 0.9:1 FAR.

However, the CASP's Affordable Housing Bonus Option is only available to projects seeking additional FAR beyond the Base FAR of 3:1. In this instance, the Project would develop 123,363 square feet of floor area, for a FAR of 2.19 to 1, and is therefore ineligible for the Affordable Housing Bonus Option. As summarized in Table 3 below, if the CASP provision limiting residential floor area to 15 percent were strictly applied, the Project's maximum residential floor area would be 18,505 square feet. Although the Project would not expressly pursue the Affordable Housing Bonus Option, the Project as proposed nevertheless sets aside 1,780 square feet of Extremely Low Income residential floor area, which, if Strategy B were pursued, would (at the 18-to-1 ratio specified above) equate to a market-rate floor area bonus of 32,041 square feet, or equivalent to the amount of additional residential floor area being requested through this Specific Plan Exception.

Table 3: Residential Floor Area Allowed and Proposed for the Project

Use	Residential Floor Area (s.f.)	Percentage of Total Floor Area
Allowed	18,505	15%
Additional Area Requested	32,041	26%
Total Proposed	50,546	41%
<i>Extremely Low Income</i>	1,780 ^a	--
^a The Applicant is volunteering to set aside 1,780 square feet of residential floor area for Extremely Low Income households, which if Strategy B of the Affordable Housing Bonus Option were pursued, would result in 32,041 square feet of bonus market-rate residential floor area.		

Table 4 below summarizes the maximum floor area and maximum residential floor area allowed on the Project Site if the applicant were pursuing the Affordable Housing Bonus Option (Strategy B), and the actual proposed floor area of the Project.

Table 4: Maximum Floor Area Allowed and Proposed on the Project Site

Use	Allowed on Project Site (utilizing Affordable Housing Bonus Option, Strategy B)	Proposed Project
Site Area (sf)	56,454	56,454
Maximum Floor Area (sf) ^a	194,766	123,363
Maximum Residential Floor Area (sf) ^b	50,809	50,546
Floor Area Ratio (FAR)	3.45:1	2.19:1
^a Maximum Floor Area in the UI Zone, utilizing Strategy B, is Site Area multiplied by 3.45:1. ^b Maximum Residential Floor Area in the UI Zone, utilizing Strategy B, is Site Area multiplied by 0.9:1.		
Source: Cornfield Arroyo Seco Specific Plan, Page 2-14; The Architects Collective, October 1, 2019		

As illustrated in Table 4, the proposed Project is considerably below the maximum floor area, residential floor area, and FAR allowed by the Specific Plan utilizing Strategy B of the Affordable Housing Bonus Option. Whereas the CASP allows for up to 194,766 square feet of floor area on the 56,454 square-foot site (using Strategy B), the Project would have 123,363 square feet of floor area (63 percent of the maximum allowed). Whereas the CASP allows for 50,809 square feet of residential floor area on the property (assuming Strategy B were pursued in full), the Project would have 50,546 square feet of residential floor area. The Project's FAR of 2.19:1 is considerably lower than the Maximum FAR of 3.45:1 allowed by the approved Specific Plan on the Project site using Strategy B.

Because the proposed Project is smaller in floor area than the maximum allowed, the amount of residential floor area proposed represents a larger percentage of the overall Project, compared to a larger project with the same amount of residential floor area. However, the amount of residential floor area proposed, in absolute terms, does not exceed the limits set forth in Strategy B of the Affordable Housing Bonus Option. The Department of City Planning recommends approval of the requested Specific Plan Exception as conditioned.

Relevant Cases

APCE-2018-5867-SPE – On July 10, 2019, the East Los Angeles Area Planning Commission approved a Specific Plan Exception from the CASP to allow the averaging of permitted residential floor area across the UV and UI Zones on the Project site, in lieu of having each portion of the site individually conform with the floor area limits of each respective zone (181 N. Avenue 21).

CPC-2009-598-CA-SP – On December 13, 2012, the City Planning Commission approved and recommended that the City Council adopt the Cornfield Arroyo Seco Specific Plan (CASP) amending the Central City North, Northeast Los Angeles, Silverlake/Echo Park/Elysian Valley Community Plans as part of the General Plan of the City of Los Angeles. On June 28, 2013, the Los Angeles City Council adopted the CASP and certified its Final Environmental Impact Report (SCH No. 2009031002).

Conclusion

Based on the information submitted and the facts that support the mandatory findings for the requested entitlements, the Department of City Planning recommends that the Central Los Angeles Area Planning Commission approve the Project as recommended.

CONDITIONS OF APPROVAL

Entitlement Conditions

1. **Site Development.** The use and development of the subject property shall be in substantial conformance with the attached plans labeled as Exhibit "A", stamped, signed, and dated by the Department of City Planning Staff, except as the Director of Planning may subsequently approve modifications of the site plan.
2. **Floor Area.** The Project shall not exceed a maximum Floor Area Ratio (FAR) of 2.19:1 and a total floor area of 123,363 square feet.
3. **Live-Work Units.** The total floor area contained within the live-work units shall not exceed 84,243 square feet, including residential floor area of no more than 50,546 square feet and work area of no more than 33,697 square feet.
4. **Affordable Units.** No less than 1,780 square feet of residential floor area shall be reserved as affordable units for Extremely Low Income Households earning 30 percent of Area Median Income (AMI) or less. The "work" portion of the live-work units does not count as residential floor area.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make no less than 1,780 square feet of residential floor area available to Extremely Low Income Households, for rental as determined to be affordable to such households by HCIDLA for a period of 30 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA.
6. **Commercial Floor Area.** The Project shall provide a minimum of 9,829 square feet of commercial floor area.
7. **Cornfield Arroyo Seco Specific Plan (CASP) Administrative Clearance.** Prior to issuance of a demolition, grading, foundation, or building permit, the Applicant shall obtain an Administrative Clearance from the Department of City Planning to demonstrate that the Project complies with all of the CASP's requirements, except as modified by these conditions.

Administrative Conditions of Approval

8. **Final Plans.** Prior to the issuance of any building permits for the Project by the Department of Building and Safety, the Applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning, Central Project Planning Division. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the Applicant, shall be retained in the subject case file.
9. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

10. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
11. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
12. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the Project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
13. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
14. **Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement for CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the subject case file.
15. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
16. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice

- of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the Applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the Applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the Applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the Applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

1. **The strict application of the regulations of the specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the specific plan.**

The Project involves the construction, use, and maintenance of a 123,363 square-foot, six-story building with 244 live-work units (50,546 square feet of residential “live” area and 33,697 square feet of “work” area) and 9,829 square feet of additional commercial space.¹ The Project is subject to the Cornfield Arroyo Seco Specific Plan (CASP) and has a Floor Area Ratio (FAR) of 2.19 to 1, which is below the Base FAR of 3:1 allowed on the Site. As the Project Site’s Urban Innovation (UI) zoning limits residential floor area to 15 percent of the Project’s total floor area, the Applicant is seeking a Specific Plan Exception to allow 41 percent of the Project’s floor area to be developed with multi-family residential uses.²

Table 1 below summarizes the zoning regulations applicable to the Project Site:

Table 1: CASP Zoning Regulations for Project Site

	Urban Innovation (UI) Zone
Base FAR (by-right)	3:1
Maximum Residential Floor Area	15% ^a
Maximum FAR	4:1
<i>Affordable Housing Bonus</i>	<i>3.45:1^b</i>
^a This percentage may be exceeded through Affordable Housing Bonus Option incentives. ^b Strategy B of the Affordable Housing Bonus Option allows for an increase in allowable FAR to 3.45:1. The residential portion of the Project shall not exceed 0.9:1 FAR. Additional public benefits may be provided up to the Maximum FAR.	
Source: Cornfield Arroyo Seco Specific Plan, Pages 2-8 to 2-13	

As noted, the UI Zone allows for a Base FAR of 3:1 on the Project Site, of which no more than 15 percent (for example, a .45:1 FAR for a project with an FAR of 3:1) may be residential floor area. A project’s FAR may be increased up to 3.45:1 through the use of the CASP’s Affordable Housing Bonus Option (Strategy B); for a project that utilizes this incentive, the allowable residential portion of the Project may be increased up to a maximum of 0.9:1 FAR (approximately 26 percent of total floor area). Additional non-residential floor area rights can be obtained through the provision of community benefits, or the transfer of floor area from other properties in the CASP, up to a Maximum FAR of 4:1.

The requested Specific Plan Exception would result in the Project having a greater percentage of residential floor area than otherwise permitted: 41 percent rather than 15 percent. However, the Project as a whole would not exceed the overall floor area limits of the UI Zone. The Project’s FAR of 2.19:1 is well below the Base FAR and the Maximum FAR allowed (3:1 and 4:1 respectively). As a result, the Project’s residential floor area is proportionally higher than that of a larger project having the same amount of residential floor area but a higher overall FAR. Of note, the Project’s proposed residential floor area

¹ The CASP excludes the “work” portion of live-work units when calculating residential floor area (Section 2.1.E, Limits Table).

² The 15 percent limit may be exceeded through use of the Affordable Housing Bonus Option.

(50,546 square feet, or 0.9:1 FAR) does not exceed the maximum allowable residential FAR of 0.9:1 if the Project were to utilize the Affordable Housing Bonus Option.

Under the Affordable Housing Bonus Option (Strategy B), as set forth in CASP Chapter 2.1 G.1, if an applicant agrees to reserve a portion of the residential units in a project for affordable housing, then for each square foot of affordable housing constructed, the applicant will be granted the right to construct additional residential floor area above the Base FAR for the project. For Extremely Low Income units (i.e., units set aside for households earning 30 percent of Area Median Income or less), each square foot of affordable space equates to a bonus of 18 square feet of additional market-rate space for a total bonus of 19 square feet. As noted, the maximum FAR that can be achieved on the Project Site using the Affordable Housing Bonus Option is 3.45:1, with the residential portion subject to a 0.9:1 FAR.

However, the CASP's Affordable Housing Bonus Option is only available to projects seeking additional FAR beyond the Base FAR of 3:1. In this instance, the Project would develop 123,363 square feet of floor area, for a FAR of 2.19 to 1, and is therefore ineligible for the Affordable Housing Bonus Option. As summarized in Table 2 below, if the CASP provision limiting residential floor area to 15 percent were strictly applied, the Project's maximum residential floor area would be 18,505 square feet. Although the Project would not expressly pursue the Affordable Housing Bonus Option, the Project as proposed nevertheless sets aside 1,780 square feet of Extremely Low Income residential floor area, which, if Strategy B were pursued, would (at the 18-to-1 ratio specified above) equate to a market-rate floor area bonus of 32,041 square feet, or equivalent to the amount of additional residential floor area being requested through this Specific Plan Exception.

Table 2: Residential Floor Area Allowed and Proposed for the Project

Use	Residential Floor Area (s.f.)	Percentage of Total Project Floor Area
Allowed	18,505	15%
Additional Area Requested	32,041	26%
Total Proposed	50,546	41%
<i>Extremely Low Income</i>	1,780 ^a	--
^a The Applicant's Project proposes to set aside 1,780 square feet of residential floor area for Extremely Low Income households, which if Strategy B of the Affordable Housing Bonus Option were pursued, would result in 32,041 square feet of bonus market-rate residential floor area (based on an 18-to-1 ratio as set forth by the incentive).		

Table 3 below summarizes the maximum floor area and maximum residential floor area allowed on the Project Site if the applicant were pursuing the Affordable Housing Bonus Option (Strategy B), and the actual proposed floor area of the Project.

Table 3: Maximum Floor Area Allowed and Proposed on the Project Site

Use	Allowed on Project Site (utilizing Affordable Housing Bonus Option, Strategy B)	Proposed Project
Site Area (sf)	56,454	56,454
Maximum Floor Area (sf) ^a	194,766	123,363
Maximum Residential Floor Area (sf) ^b	50,809	50,546
Floor Area Ratio (FAR)	3.45:1	2.19:1
^a Maximum Floor Area in the UI Zone, utilizing Strategy B, is Site Area multiplied by 3.45:1. ^b Maximum Residential Floor Area in the UI Zone, utilizing Strategy B, is Site Area multiplied by 0.9:1. Source: Cornfield Arroyo Seco Specific Plan, Page 2-14; The Architects Collective, October 1, 2019		

As illustrated in Table 3, the proposed Project is considerably below the maximum floor area, residential floor area, and FAR allowed by the Specific Plan utilizing Strategy B of the Affordable Housing Bonus Option. Whereas the CASP allows for up to 194,766 square feet of floor area on the 56,454 square-foot site (using Strategy B), the Project would have 123,363 square feet of floor area (63 percent of the maximum allowed). Whereas the CASP allows for 50,809 square feet of residential floor area on the property (assuming Strategy B were pursued in full), the Project would have 50,546 square feet of residential floor area. The Project's FAR of 2.19:1 is considerably lower than the Maximum FAR of 3.45:1 allowed by the approved Specific Plan on the Project site using Strategy B.

The request for the Specific Plan Exception can largely be attributed to the Project's comparatively small size (FAR of 2.19 to 1). The amount of residential floor area proposed represents a much larger share of the Project's overall area (41 percent), when compared to a larger project having the same amount of residential floor area. Had the Applicant proposed a larger project with a total FAR of 3.45 to 1, as allowed pursuant to the CASP's Affordable Housing Bonus Option (Strategy B), the percentage of proposed residential floor area relative to the total area of the Project would be fully compliant with the UI Zone, and the requested Specific Plan Exception would not be required.

The strict application of the CASP would result in practical difficulties and unnecessary hardship as it would require the Applicant to construct a much larger project (3.45:1 FAR instead of 2.19:1 FAR) in order to be allowed the same 50,546 square feet of residential floor area. The additional floor area required, which represents a 58 percent increase in Project size, would be comprised of non-residential uses, such as light manufacturing, retail, restaurants and bars, and commercial office. This sizable increase in floor area would require adding several floors to the building and necessitate a change in building type—from wood Type III construction to steel or concrete Type I construction—resulting in a substantial increase to the building's overall height and massing.

However, increasing the Project's overall height and massing is infeasible inasmuch as the resulting building would conflict with a CASP standard that significantly limits a building's allowable shadow projection on any parks, open spaces, and/or rooftop areas of abutting properties (Chapter 2.2 E.4):

Building Form – Height

4. Buildings shall be designed to cast no more than 1.5 hours of a shadow projection on any park, open space, and/or rooftop area of abutting properties between 10:00 a.m. and 2:00 p.m. on December 21.

In this instance, the adjacent building to the west of the subject property is developed with a film production rental facility with a rooftop open space area (“Depict Skyline Rooftop”). The proposed Project has been designed to avoid casting any shadows exceeding 1.5 hours on this adjacent rooftop open space (See Sheet A0.02 of Exhibit “A”, Shadow Analysis), through careful modulation of the building’s roofline and by limiting the overall height of the building. Adding an additional story to the building would result in the Project being out of compliance with this building form and height standard. As noted, strict application of the CASP would require the Project to be considerably larger (3.45:1 FAR instead of 2.19:1 FAR) and taller in order to be allowed the proposed amount of residential floor area. These contradictory requirements—i.e., requiring additional height and floor area while not casting a significant shadow over an abutting rooftop amenity area—constitute a practical difficulty unique to the project site that is inconsistent with the general purpose and intent of the Plan.

The general purpose and intent of the CASP is to “facilitate the development of mixed-use and affordable housing projects” (CASP Chapter 2.1.A), while balancing the need for commercial and industrial uses. To that end, the Project supports these goals by creating 244 new live-work units, which can be used for employment purposes, while also including 9,829 square feet of additional commercial space. Furthermore, while the Project is ineligible to pursue the Affordable Housing Bonus Option (Strategy B) because its overall floor area does not exceed the Base FAR of 3:1, the Project would nonetheless provide 1,780 square feet of residential floor area for Extremely Low Income households, which, if Strategy B were pursued, would equate to a market-rate floor area bonus of 32,041 square feet, equivalent to the amount of additional residential floor area being requested through this Specific Plan Exception.

Because the proposed Project is smaller in floor area than the maximum allowed, the amount of residential floor area proposed represents a larger percentage of the overall Project, compared to a larger project with the same amount of residential floor area. However, the amount of residential floor area proposed, in absolute terms, does not exceed the limits set forth in Strategy B of the Affordable Housing Bonus Option. The Project proposes a balanced mix of residential floor area, work area, commercial uses, and community spaces, consistent with the intent of the CASP, within a lower-scale Type III building. The strict application of the CASP’s residential floor area percentage limits would prevent the Project from providing the proposed mix of housing options and land uses, which is a practical difficulty inconsistent with the stated purpose and intent of the Specific Plan to expand the range of housing types within the Plan area.

2. **There are exceptional circumstances or conditions applicable to the subject property or to the intended use or development of the subject property that do not generally apply to other properties within the specific plan area.**

There are exceptional circumstances applicable to the Project Site and proposed Project that do not generally apply to other properties in the CASP. Specifically, the Site is located on a block that, although zoned UI, is located between two other blocks zoned Urban Village (UV) to the immediate north and south of the Site. The UV Zone allows for a substantially higher share of multi-family residential development, up to 90 percent of the project, than does the UI Zone. The Site is located within the only UI-zoned block within

the CASP that is effectively sandwiched between two UV-zoned blocks. Therefore, the Project Site's location between two blocks that permit predominantly residential development is a characteristic that does not generally apply to other properties within the UI Zone. The Project's combination of live-work uses, commercial retail area, and community-serving arts production space fulfils the UI Zone's objective of having a balanced mix of uses, while also complementing the higher-density residential development permitted in the adjacent UV Zones.

Furthermore, as noted in Finding No. 1, the Project Site is located adjacent to a rooftop open space and amenity area ("Depict Skyline Rooftop") on an abutting property. The provisions of CASP Chapter 2.2 E.4 significantly limit the height and massing of buildings in the CASP so as to not cast shadows on such rooftop areas. The Project Site's adjacency to a rooftop open space and amenity area constitutes a unique circumstance that does not apply generally to other properties within the Specific Plan area.

3. **The requested exception from the specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the specific plan area in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.**

As discussed in Finding Nos. 1 and 2, the Project Site is uniquely located adjacent to an existing rooftop amenity area. Pursuant to CASP Chapter 2.2 E.4, the building height and massing of the Project is significantly restricted due to limitations on permissible shadow projection on adjacent rooftop amenity areas. However, strict adherence to the CASP would require the development of a considerably larger project, one which includes additional light manufacturing, commercial office, or other non-residential uses, in order to allow the same amount of residential floor area as proposed. Such a requirement would require adding several floors to the building and necessitate a change in building type—from wood Type III construction to steel or concrete Type I construction—resulting in a substantial increase to the building's overall height and massing. This contradictory requirement—requiring additional height and floor area, while not casting a significant shadow over an abutting rooftop amenity area—constitutes a practical difficulty to the project site that does not generally apply to other sites within the Plan.

Whereas other properties in the UI Zone are generally not adjacent to a rooftop amenity area and are therefore able to accommodate a larger and taller project, the overall size of the proposed Project is limited, as is the amount of permitted residential floor area, due to this unique site condition. The requested Specific Plan Exception would remedy this disparity in privileges by allowing for the same residential floor area ratio (0.9 to 1 FAR) as other potential UI Zone projects which are not encumbered by the same site-specific condition. Due to the unique circumstances of the Project and the Site, the Specific Plan Exception would preserve the Applicant's property rights to a level of parity with other UI zoned parcels.

4. **The granting of the exception will not be detrimental to the public welfare and injurious to property or improvements adjacent to or in the vicinity of the subject property.**

The Project involves the demolition of an existing two-story structure occupied by a food processing facility and the construction, use, and maintenance of a 123,363 square-foot, six-story mixed-use building with 244 live-work units (50,546 square feet of residential "live" area and 33,697 square feet of "work" area) and 9,829 square feet of additional commercial space. The Project has a maximum height of 77.3 feet, with an average height

of 60.8 feet and a Floor Area Ratio (FAR) of 2.19:1 on a 56,454-square foot site (54,103 net square feet after street dedications). The Project provides nine automobile parking spaces, 10 motorcycle parking spaces, and 150 bicycle parking spaces. A total of 13,736 square feet of open space is proposed, including a front courtyard, a rear courtyard, and a roof deck. The Project would set aside 1,780 square feet of residential floor area for Extremely-Low Income households.

The Applicant is seeking a Specific Plan Exception to allow a maximum of 41 percent of the Project's floor area to be developed with residential multi-family uses, in lieu of the 15 percent maximum as otherwise allowed in the Urban Innovation Zone. While the requested Specific Plan Exception would result in the Project having a greater percentage of residential floor area than permitted, the Project size does not exceed overall floor area limits when viewed as a whole. All other aspects of the Project, including building form and height, urban design, open space, parking, conservation, and performance standards, shall remain fully consistent with the Specific Plan, as required by Condition No. 7.

No additional significant impacts would result from allowing an additional share of multi-family residential floor area on the Project Site, compared to limiting multi-family residential floor area to 15 percent of the Project. As discussed in Finding No. 1, the Project's total FAR is well below the maximum FAR allowed on the Site. The requested Specific Plan Exception to allow an increased share of the Project's floor area to be developed with multi-family residential uses pertains to the relative allocation of uses within the Proposed Project, and the amount of residential floor area proposed does not exceed the absolute 0.9 to 1 FAR residential floor area limit for the UI Zone. The building scale and massing, development intensity, and other physical characteristics of the Project would fully comply with the applicable development standards for the UI Zone. No other deviations from the Specific Plan are requested.

As illustrated in Table 3 in Finding No. 1, the Project's overall development intensity on the site is well below the maximum allowed on the site. For these reasons, the granting of the Specific Plan Exception will not be detrimental to the public welfare and injurious to property or improvements adjacent to or in the vicinity of the subject property.

5. The granting of the exception will be consistent with the principles, intent and goals of the specific plan and any applicable element of the general plan.

The General Plan sets forth goals, objectives, and programs that serve as the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework Element; seven State-mandated Elements including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space; and optional Elements including Plan for a Healthy Los Angeles, Air Quality, and Service Systems. The Land Use Element is comprised of 35 Community Plans that establish parameters for land use decisions within those sub-areas of the City. The subject property is located within the Central City North Community Plan, which designates the site for Hybrid Industrial land uses.

The Project Site is also located within the Cornfield Arroyo Seco Specific Plan (CASP), which was adopted by City Council on June 28, 2013. The Project Site is located within the Urban Innovation (UI) Zone.

The granting of the requested Specific Plan Exception to allow a greater percentage of multi-family residential floor area than would otherwise be permitted in the UI Zone is consistent with the following principles, intent and goals of the Central City North Community Plan and the CASP.

Central City North Community Plan

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area...

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Objective 1-4: To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-4.2: Ensure that new housing opportunities minimize displacement of the existing residents.

Consistent with Objective 1-1, the Project would provide for the development of new housing within the Central City North Community Plan area that would meet the diverse economic needs and physical needs of residents. Consistent with Objective 1-4 and Policy 1-4.1, the Project would develop live-work units of varying sizes, including 1,780 square feet of residential floor area set aside for Extremely Low Income households. Consistent with Objective 1-2, the Project would provide limited on-site vehicular parking, and the new live-work units would be constructed within one-half mile of the Metro L Line (Gold) Chinatown station, all of which would facilitate a transit- and pedestrian-oriented development that would reduce vehicular trips and provide accessibility to services and facilities. Consistent with Policy 1-4.2, the Project would not displace any existing residents, as the Project Site does not currently contain any residential units.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

Policy 2-1.3: Insure the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Policy 2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Consistent with Objective 2-1 and Policy 2-1.3, the Proposed Project would develop live-work units that provide a viable means of developing significant commercial floor area at the Project Site, as well as 9,828 square feet of additional ground-floor commercial space. In addition to providing viable commercial development, the influx of residents would help support existing neighborhood stores and businesses to support the needs of local residents and help provide a base for further neighborhood-serving commercial development in the future. Consistent with Policy 2-1.4, the Project would have a CASP-compliant design that contributes to and is compatible with the character of the surrounding neighborhood.

Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.

Policy 2-2.3: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Consistent with Objective 2-2, the proposed live-work units would facilitate an influx of new residents and businesses that would strengthen the economic base and expand market opportunities in the Community Plan area. Consistent with Policy 2-2.2 and 2-2.3, the pedestrian- and transit-oriented nature of the Project, which provides limited on-site parking, as well as the proposed ground-floor, neighborhood-serving commercial uses, would enhance pedestrian street activity.

Cornfield Arroyo Seco Specific Plan

The purposes and intents of the CASP are provided in Chapter 1.1 of the Specific Plan and include the following:

2. Transform an underserved and neglected vehicular-oriented industrial and public facility area into a cluster of mixed-use, pedestrian-oriented and aesthetically pleasing neighborhoods.

7. Provide a range of housing types and price levels that offer a full range of choices, including affordable housing opportunities, for people of diverse ages, ethnicities, household sizes and incomes.

8. Provide shops and services for everyday needs, including groceries, day care, cafes and restaurants, banks and drug stores, within an easy walk from home or work.

10. Lessen dependence on automobiles, and thereby reduce vehicle emissions, while enhancing the personal health of residents, employees and visitors.

11. Provide "eyes on the street" to create a safe and stable community and to encourage interaction and identity.

As discussed above, the Proposed Project would redevelop an underutilized site into a mixed-use, pedestrian- and transit-oriented development that would contribute to the continuing development of the greater CASP area. The proposed live-work units of varying sizes, including 1,780 square feet of residential floor area for Extremely Low Income households, would provide a range of housing types for potential residents. In addition, the proposed ground-floor commercial space would provide neighborhood-serving shops and services that are accessible to residents of the Project as well as the growing population in the surrounding community. The Project would be located half-mile from the Metro L Line (Gold) Chinatown station and would include limited on-site parking, which would, along with the proposed neighborhood-serving commercial space, reduce dependence on automobiles and reduce vehicle emissions. The influx of new residents and commercial space would help provide "eyes on the street" to contribute to a safe and stable community and encourage pedestrian interactions and a sense of community identity.

Environmental Findings

On June 28, 2013, the Los Angeles City Council certified the Final Environmental Impact Report (SCH No. 2009031002) (EIR) and adopted the Statement of Overriding Considerations for the Cornfield Arroyo Seco Specific Plan (CASP). The certified EIR disclosed that implementation of the Specific Plan would result in significant and unavoidable impacts associated with regard to transportation, air quality, noise, and vibration. Other issues addressed in the EIR include biology, cultural resources, earth resources, energy and greenhouse gas emissions, geology, hazards and hazardous materials, hydrology, land use and planning, population and housing, public services and recreation facilities, utilities, and visual resources. However, all of these impacts were determined to be reduced to less-than-significant levels with implementation of mitigation measures, which were adopted as regulations of the Specific Plan. As a program-level document, the EIR analyzed any potential environmental impacts of projects that comply with the CASP, thereby allowing for ministerial review.

Pursuant to CEQA Guidelines Sections 15162 and 15164, an Addendum to a previously certified EIR is permitted for projects where there are no substantial changes in the project or in circumstances surrounding the project, and where the project would not have new significant impacts or more severe impacts than those previously disclosed in the previously certified EIR. The Addendum to the EIR, dated March 26, 2020 and attached as Exhibit "C", provides the substantial evidence required by CEQA Guidelines Section 15164 to support the finding that the Project will not result in additional significant impacts and that a Subsequent EIR is not required.

Based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the Cornfield Arroyo Seco Specific Plan EIR, No. ENV-2009-599-EIR, SCH No. 2009031002, certified on June 28, 2013; and pursuant to CEQA Guidelines 15162 and 15164, and the Addendum dated March 26, 2020, no major revisions are required to the EIR and no subsequent EIR or negative declaration is required for approval of the project.

1457 MAIN

1457 N. NORTH MAIN STREET, LOS ANGELES, CA 90012

Exhibit A - Architectural and Landscape Plans

the
architects
collective

The design, drawings, and written material in these documents of service are the sole property of The Architects Collective. All design and related information contained herein are for use on the specified project and shall not be duplicated, disclosed, or used without the prior written consent of The Architects Collective.

PROJECT

1457 MAIN

1457 N. NORTH MAIN ST
LOS ANGELES, CA 90012

OWNER:

UNIVERSAL STANDARD HOUSING
1801 CENTURY PARK EAST, SUITE 1810
LOS ANGELES, CA 90067
(T) 949.885.9616

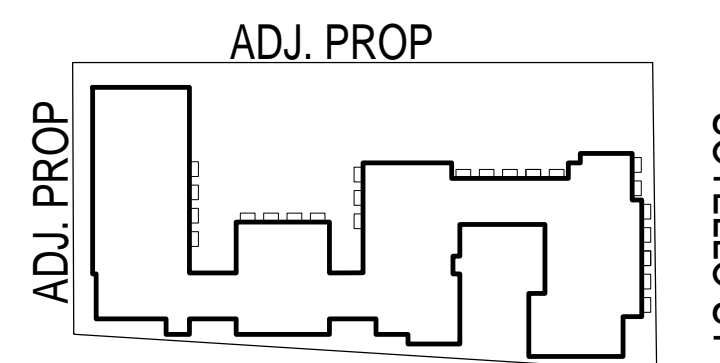
CONSULTANT:

STAMP:

PLANNING
SUBMITTAL
10.01.19

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE

KEY PLAN



N. NORTH MAIN ST

	PROJECT NO.
	18015
	PLOT DATE 10.01.19
SCALE	AS SHOWN

SHEET TITLE
RENDERING -
FRONT VIEW

SHEET NO.

G0.00



1457 MAIN

1457 N. NORTH MAIN STREET, LOS ANGELES, CA 90012

the
architects
collective

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PROJECT

1457 MAIN

1457 N. NORTH MAIN ST
LOS ANGELES, CA 90012

OWNER:

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1801 CENTURY PARK EAST, SUITE 1810
LOS ANGELES, CA 90067
(T) 949.885.9616

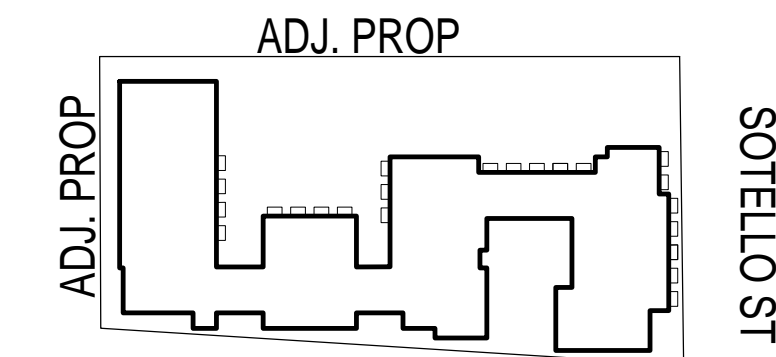
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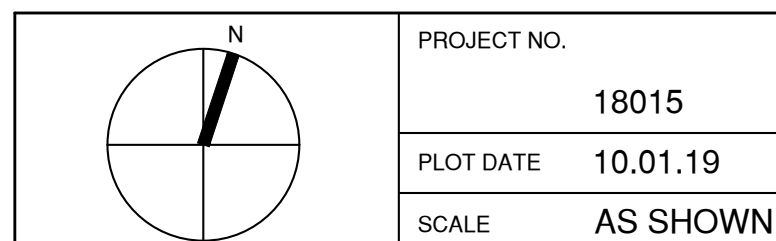
PLANNING
SUBMITTAL
10.01.19

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE
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KEY PLAN



N. NORTH MAIN ST



SHEET TITLE
PROJECT INFO

SHEET NO.

G0.01

PROJECT DATA / CODE ANALYSIS

BUILDING CODE ANALYSIS

BUILDING CODE INFORMATION:

APPLICABLE CODES

- 2017 LA BUILDING CODE
- 2017 LA ELECTRICAL CODE
- 2017 LA PLUMBING CODE
- 2017 LA MECHANICAL CODE
- 2017 LA GREEN BUILDING CODE
- 2017 LA FIRE CODE
- 2016 CALIFORNIA ENERGY CODE

PROJECT DESCRIPTION:

OCCUPANCY TYPES: GROUPS R-2, A-2, S-2, M

CONSTRUCTION TYPE: 1ST FLOOR TYPE IA. 2ND – 6TH FLOOR: TYPE III-A

AUTOMATIC SPRINKLER SYSTEM THROUGHOUT. (NFPA 13)

1457 MAIN ST.

MIXED-USE: COMMERCIAL & MULTI-FAMILY RESIDENTIAL

ZONING:	UI (CA) Cornfield Arroyo Seco Specific Plan Urban Innovation Zone
GROSS LOT AREA:	56,454 SF (pre-dedication)
NET LOT AREA:	54,103 SF (after dedication)
HEIGHT LIMIT:	90 FT (max. average, 35 FT min. per CASP)
PROPOSED HEIGHT:	77.3 FT
PROPOSED HEIGHT AVG.	60.8 FT
ALLOWABLE FAR:	3.00 (per CASP Base FAR 3:1)
PROPOSED FAR:	2.19
MAX ALLOWABLE RESIDENTIAL USE FAR:	0.33 (15% of building FAR per CASP 2.1 E)
PROPOSED ALLOWABLE RESIDENTIAL USE	53,046 SF (43% of building)
PROPOSED RESIDENTIAL FAR:	0.90 (only live portion of residential use)
ALLOWABLE BUILDING AREA (FAR):	169,362 SF
PROPOSED BUILDING AREA (FAR):	123,363 SF
PROPOSED EXTREMELY LOW UNIT AREA:	1,780 SF (18 SF of market rate per 1 SF of ELI)
ALLOWABLE DENSITY:	NO LIMIT (per CASP, UI Zone)
PROPOSED DENSITY:	244 UNITS
ALLOWABLE LOT COVERAGE:	85 % (per CASP, UI Zone)
PROPOSED LOT COVERAGE:	48 %
ALLOWED BUILDING STORIES:	NO LIMIT
PROPOSED BUILDING STORIES:	6 STORIES (5-stories Wood Type IIIA over Type I Podium)

ZONING SETBACKS:	MIN.	PROVIDED
	FRONT YARD: 0'-0"	0'-0" (per CASP UI Zone, Live/Work 0'-15' max.)
		Streetwall: 80% Main St. 0'-15' max.
		Streetwall: 60% Sotello St. 0'-15' max.
	SIDE YARD: 0'-0"	0'-0"
	REAR YARD: 0'-0"	0'-0"

PROJECT INFORMATION:

UNIT MIX						
TYPE	QUANTITY	LIVE SF	TOTAL LIVE SF	WORK SF	TOTAL WORK SF	
LIVE/WORK1A	93	161	14,954	107	9,970	38%
LIVE/WORK1B (W/ BALCONY)	14	161	2,251	107	1,501	6%
LIVE/WORK 2A (W/ BALCONY)	24	233	5,587	155	3,725	10%
LIVE/WORK 2B	89	233	20,719	155	13,813	36%
LIVE/WORK 2C (W/ ROLL-UP DOOR)	11	233	2,561	155	1,707	5%
LIVE/WORK 3A	8	348	2,784	232	1,856	3%
LIVE/WORK 3B (W/ BALCONY)	5	338	1,689	225	1,126	2%
NET UNIT FLOOR AREA	244	207	50,546	138	33,697	100%
RESIDENTIAL LIVE PORTION:	FAR	0.90	50,546			
RESIDENTIAL WORK PORTION:			FAR	0.60	33,697	
COMMON FLOOR AREA:						
ENTRY LOBBY & MAILROOM					1,760	
MANAGER OFFICE					112	
LEASING OFFICE					247	
CORRIDORS (FLOOR 1st)					1,636	
CORRIDORS (FLOOR 2nd)					4,256	
CORRIDOR (FLOORS 3-4)					8,010	
CORRIDOR (FLOOR 5TH)					3,998	
JANITOR					248	
STAIRS					3,265	
LAUNDRY					1,337	
CORRIDOR (FLOOR 6th)					1,014	
PUBLIC WASHROOMS					397	
TRASH/RECYCLE (FLOOR 2-6)					743	
SERVICE/EQUIPMENT AREAS					397	
TOTAL COMMON FLOOR AREA		FAR		0.49	27,420	
COMMERCIAL FLOOR AREA:						
ART GALLERY					1,061	
MAKER SPACE					1,361	
PASSAGE					1,251	
KITCHEN					827	
BAR					760	
ENTRY PATIO					554	
DINING ROOM					1,839	
RESTROOM #1					62	
RESTROOM #2					62	
CAFÉ					1,489	
STORAGE					132	
PATIO SEATING					431	
TOTAL COMMERCIAL FLOOR AREA		FAR		0.17	9,829	

BUILDING SERVICES AREA:				
TRASH ROOM				401
ELECTRICAL ROOM				281
BIKE PARKING				1,189
TOTAL BLDG SERVICE SF		FAR	0.03	1,871
TOTAL PROJECT SF		FAR	2.19	123,363

AREA BREAKDOWN

AREA BREAKDOWNS (SF):				
AREA BY FLOOR (EXCLUDING ELEV, SHAFTS):				
1ST FLOOR	25,711 SF			
2ND FLOOR	23,712 SF			
3RD FLOOR	22,653 SF			
4TH FLOOR	22,653 SF			
5TH FLOOR	22,367 SF			
6TH FLOOR	6,308 SF			
PROJECT TOTAL:	123,404 SF			
AREA BY USE:				
RESIDENTIAL:	84,243 SF	TYPE III-A		
CIRCULATION:	355 SF	21,824 SF		
RESTAURANT:	7,407 SF	0 SF		
COMMON FACILITIES:	2,119 SF	397 SF		
ARTS:	2,422 SF	0 SF		
LAUNDRY:	0 SF	1,337 SF		
STORAGE:	0 SF	248 SF		
TRASH/RECYCLE:	401 SF	743 SF		
PARKING:	1,189 SF	0 SF		
SERVICE/EQUIPMENT AREAS:	281 SF	438 SF		
PROJECT TOTAL:	14,174 SF	109,230 SF		

AREA BY OCCUPANCY:				
R-2 OCCUPANCY:	2,115 SF	109,230 SF		
A-3 OCCUPANCY:	2,422 SF	0 SF		
A-2 OCCUPANCY:	7,407 SF	0 SF		
S-2 OCCUPANCY:	1,871 SF	0 SF		
B OCCUPANCY:	359 SF	0 SF		
PROJECT NET TOTAL:	14,174 SF	109,230 SF		

OPEN SPACE: UI URBAN INNOVATION ZONE

REQUIRED OPEN SPACE:			
RESIDENTIAL USE:	1 SF PER	16 SF	5,265
NON-RESIDENTIAL USE:	1 SF PER	48 SF	815
REQUIRED OPEN SPACE:			6,080

PROVIDED OPEN SPACE:			
COMMERCIAL COURTYARD			2,745
REAR COURTYARD			6,507
6TH FLOOR DECK			4,484
TOTAL COMMON OPEN SPACE:			13,736

TOTAL PROPOSED OPEN SPACE	13,736
---------------------------	--------

PARKING:

NO REQUIRED PARKING PER CASP	0
------------------------------	---

PARKING PROVIDED:		
SHARED VEHICLE SPACES (1:25 UNITS)		8
SCOOTER, MOPED, MOTORCYCLE (1:25 UNITS)		10
ACCESSIBLE SPACES		1
SUBTOTAL:		19

TOTAL PROVIDED PARKING SPACES:	19
--------------------------------	----

ELECTRICAL VEHICLE CHARGING STATIONS:	
TOTAL REQUIRED (9 PARKING SPACES x 5%):	1
TOTAL PROVIDED:	1

BICYCLE PARKING:

LONG TERM (RESIDENT):		
UNITS 1-25	1 PER UNIT	25
UNITS 26-100	1 PER 1.5 UNITS	50
UNITS 101-200	1 PER 2 UNITS	50
UNITS 201+	1 PER 4 UNITS	10.75
TOTAL		136

SHORT TERM (GUEST):		
UNITS 1-25	1 PER 10 UNITS	2.5
UNITS 26-100	1 PER 15 UNITS	5.0
UNITS 101-111	1 PER 20 UNITS	5
UNITS 201+	1 PER 40 UNITS	1.08
TOTAL		14

TOTAL REQUIRED RESIDENTIAL BIKE PARKING	150
---	-----

BICYCLES PROVIDED:		
LONG TERM (COVERED - BUILDING INTERIOR)		136
SHORT TERM (AT SIDEWALK)		14
TOTAL BICYCLE SPACES PROVIDED		150

LEGAL ADDRESS

1451 - 1457 N NORTH MAIN ST.	
PIN Number	135A217 21
Lot/Parcel Area	8,858.3 SF
Thomas Brothers Grid	PAGE 634 - GRID H2
Assesor Parcel No. (APN)	5409005030
Tract	CITY LANDS OF LA
Map Reference	M R 2-504/505 PAT 3-64/65
Block	None
Lot	PT 'UNNUMBERED LT'
Arb	472
Map Sheet	135A217

1461 - 1465 N NORTH MAIN ST.	
PIN Number	135A217 15
Lot/Parcel Area	10,385.3 SF
Thomas Brothers Grid	PAGE 634 - GRID H2
Assesor Parcel No. (APN)	5409005030
Tract	CITY LANDS OF LA
Map Reference	M R 2-504/505 PAT 3-64/65
Block	None
Lot	PT 'UNNUMBERED LT'
Arb	471
Map Sheet	135A217 136-5A217

1441 N NORTH MAIN ST.	
PIN Number	135A217 23
Lot/Parcel Area	17,460.0 SF
Thomas Brothers Grid	PAGE 634 - GRID H2
Assesor Parcel No. (APN)	5409005030
Tract	TR 3669
Map Reference	M B 39-26
Block	None
Lot	1
Arb	None
Map Sheet	135A217

1435 N NORTH MAIN ST.	
PIN Number	136-5A217 31
Lot/Parcel Area	6,350.0 SF
Thomas Brothers Grid	PAGE 634 - GRID H2
Assesor Parcel No. (APN)	5409005030
Tract	NEW DEPOT TRACT
Map Reference	M R 5-197
Block	3
Lot	FR 4
Arb	None
Map Sheet	135A217

116 W SOTELLO ST.	
PIN Number	136-5A217 94
Lot/Parcel Area	3,956.3 SF
Thomas Brothers Grid	PAGE 634 - GRID H2
Assesor Parcel No. (APN)	5409005030
Tract	TR 10388
Map Reference	M B 154-22/23
Block	None
Lot	2
Arb	1
Map Sheet	135A217 136-5A217

114 W SOTELLO ST.	
PIN Number	136-5A217 98
Lot/Parcel Area	4,153.2 SF
Thomas Brothers Grid	PAGE 634 - GRID H2
Assesor Parcel No. (APN)	5409005030
Tract	TR 10388
Map Reference	M B 154-22/23
Block	None
Lot	3
Arb	None
Map Sheet	135A217 136-5A217

1457 MAIN

1457 N. NORTH MAIN STREET, LOS ANGELES, CA 90012

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PROJECT

1457 MAIN

1457 N. NORTH MAIN ST
LOS ANGELES, CA 90012

OWNER:

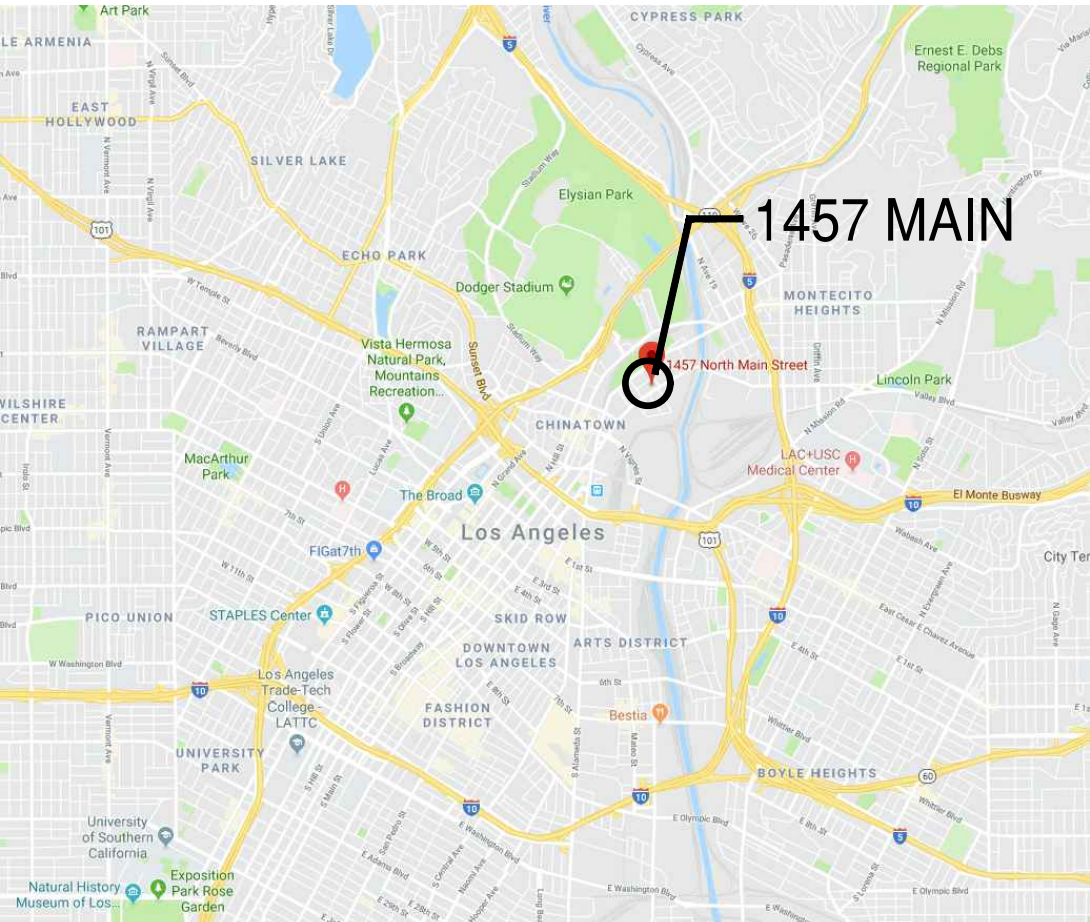
UNIVERSAL STANDARD HOUSING

1801 CENTURY PARK EAST, SUITE 1810
LOS ANGELES, CA 90067
(T) 949.885.9616


SHEET INDEX

SHT#	TITLE
SHEET INDEX	
G0.00	TITLE PAGE
G0.01	PROJECT INFO
G0.02	PROJECT INFO
G0.03	DIAGRAMS
G0.04	RENDERINGS
A0.01	SITE PLAN
A1.10	FIRST FLOOR PLAN
A1.20	SECOND FLOOR PLAN
A1.30	THIRD FLOOR PLAN
A1.40	FOURTH FLOOR PLAN
A1.50	FIFTH FLOOR PLAN
A1.60	SIXTH FLOOR PLAN
A1.70	ROOF PLAN
A2.01	EXTERIOR ELEVATIONS
A2.02	EXTERIOR ELEVATIONS
A3.01	BUILDING SECTIONS
A3.02	BUILDING SECTIONS
A3.03	BUILDING SECTIONS
A3.04	BUILDING SECTIONS
A4.01	UNIT PLANS
L1.0	RENDERED PLANTING PLAN LEVEL 1 (GROUND LEVEL)
L1.1	RENDERED PLANTING PLAN LEVEL 6 (ROOF DECK)
L2.0	HARDSCAPE PLAN LEVEL 1 (GROUND LEVEL)
L2.1	HARDSCAPE PLAN LEVEL 6 (ROOF DECK)
L8.0	PLANTING PLAN LEVEL 1 (GROUND LEVEL)
L8.1	PLANTING PLAN LEVEL 6 (ROOF DECK)


VICINITY MAP




SITE PHOTO 1




SITE PHOTO 2




SITE PHOTO 3



SITE PHOTO 4



AERIAL KEY MAP



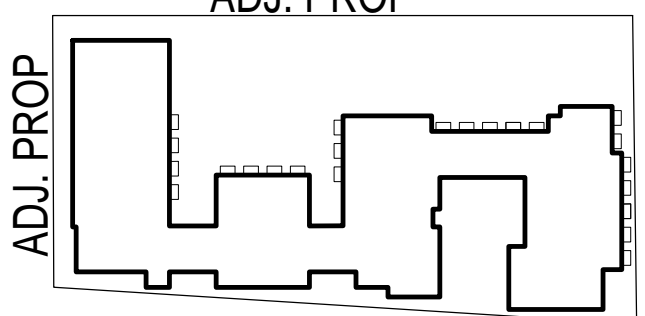
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ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE

KEY PLAN

ADJ. PROP



ADJ. PROP

N. NORTH MAIN ST

PROJECT NO.

18015

PLOT DATE

10.01.19

SCALE

AS SHOWN

SHEET TITLE

PROJECT INFO

SHEET NO.

G0.02



AERIAL



DROP OFF



CAFE INTERIOR



REAR COURTYARD

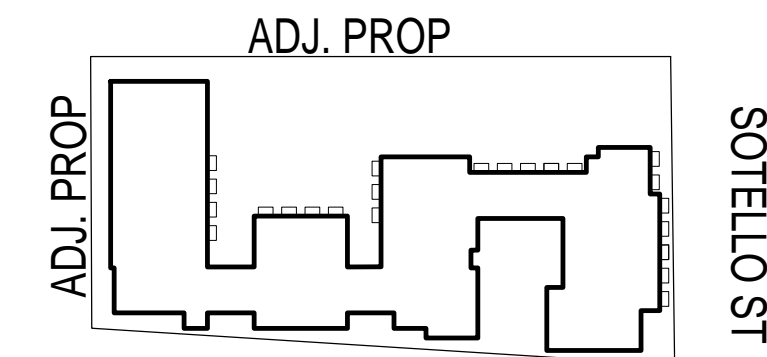


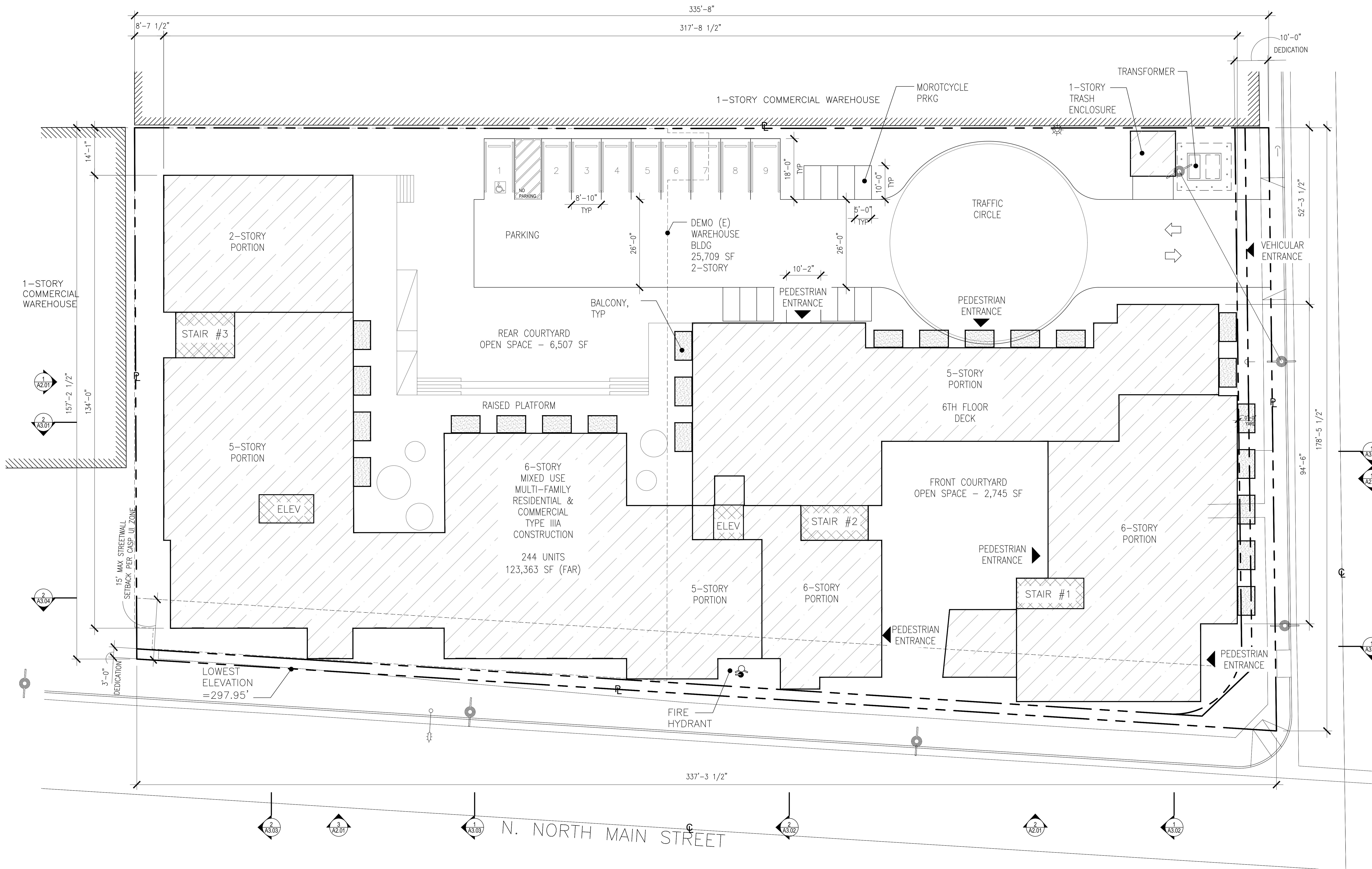
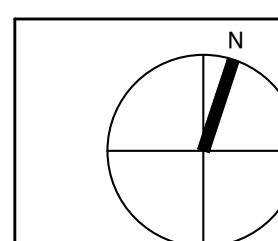
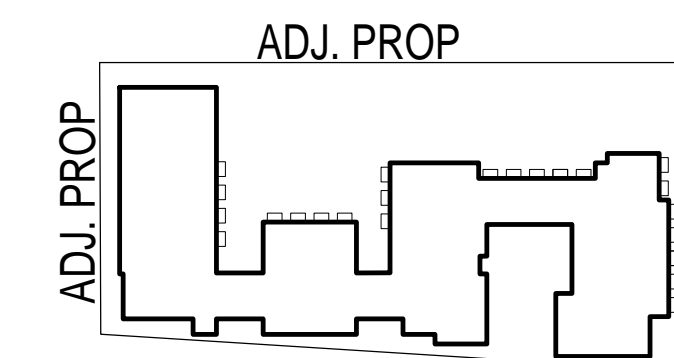
FRONT COURTYARD



AERIAL

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE





PLOT PLAN SUMMARY TABLE		1457 N. NORTH MAIN ST. LOS ANGELES, CA 90012
GROSS LOT AREA:	56,454 SF	(pre-dedication)
NET LOT AREA:	54,103 SF	(after dedication)
TOTAL PROJECT SF	123,363 SF	
ALLOWABLE FAR:	3.00	(per CASP Base FAR 3:1)
PROPOSED FAR:	2.19	
PROPOSED ALLOWABLE RESIDENTIAL USE MAX.	53,046 SF	(43% of building)

PROVIDED OPEN SPACE:	
COMMERCIAL COURTYARD	2,745
REAR COURTYARD	6,507
6TH FLOOR DECK	4,484
TOTAL COMMON OPEN SPACE:	13,736
ALLOWED BUILDING STORIES:	NO LIMIT
PROPOSED BUILDING STORIES:	6 STORIES (5-stories Wood Type IIIA over Type I Podium)
HEIGHT LIMIT:	90 FT max. average, 35 FT min. per CASP
PROPOSED HEIGHT:	77.3 FT
PROPOSED HEIGHT AVG.	60.8 FT
NO REQUIRED PARKING PER CASP	
PARKING PROVIDED:	19 SUBTOTAL
SHARED VEHICLE SPACES (1:25 UNITS)	8
MOTORCYCLE (1:25 UNITS)	10
ACCESSIBLE SPACES	1

0 4' 8' 16'

SCALE : 3/32" = 1'-0"
(ON 30" X 48" SHEET SIZE)

PLOT PLAN

1



DEC. 21 - 10:00 AM SHADOW PROJECTION



DEC. 21 - 11:00 AM SHADOW PROJECTION

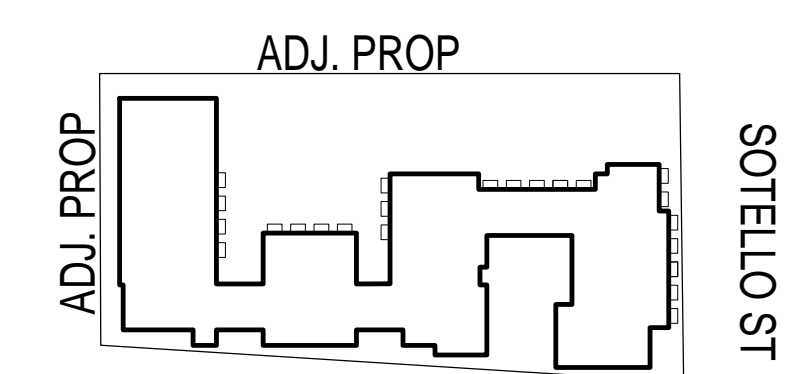


DEC. 21 - 11:30 AM SHADOW PROJECTION



DEC. 21 - 12:00 PM SHADOW PROJECTION

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PROJECT
1457 MAIN
1457 N. NORTH MAIN ST
LOS ANGELES, CA 90012
OWNER:
UNIVERSAL STANDARD HOUSING
1801 CENTURY PARK EAST, SUITE 1810
LOS ANGELES, CA 90067
(T) 949.885.9616

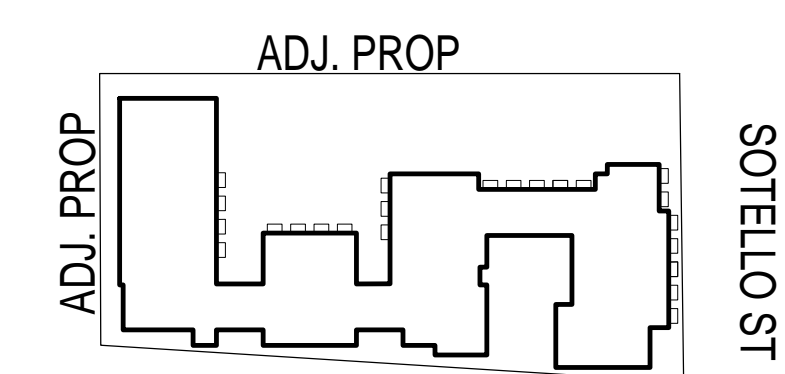
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10.01.19

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE

KEY PLAN



N. NORTH MAIN ST	
PROJECT NO.	18015
PLOT DATE	10.01.19
SCALE	AS SHOWN

SHEET TITLE
FIRST FLOOR PLAN

SHEET NO.

A1.10



FIRST FLOOR PLAN
SCALE : 3/32" = 1'-0"
(ON 30" X 48" SHEET SIZE)

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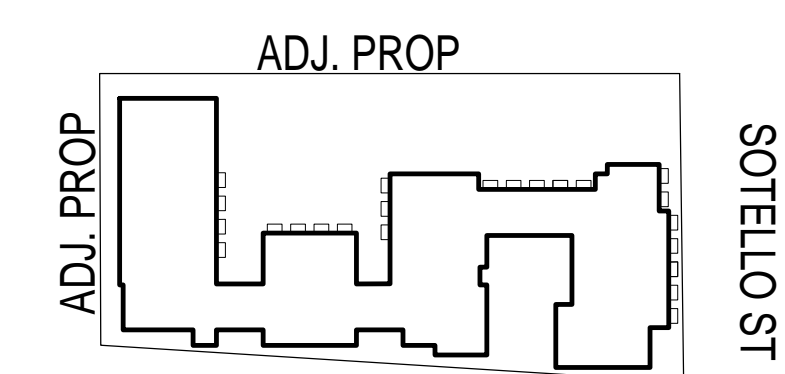
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10.01.19

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KEY PLAN



N. NORTH MAIN ST	
PROJECT NO.	18015
PLOT DATE	10.01.19
SCALE	AS SHOWN

SHEET TITLE
SECOND FLOOR PLAN

SHEET NO.

A1.20



SECOND FLOOR PLAN
0 4 8 16'
SCALE : 3/32" = 1'-0"
(ON 30" X 48" SHEET SIZE)

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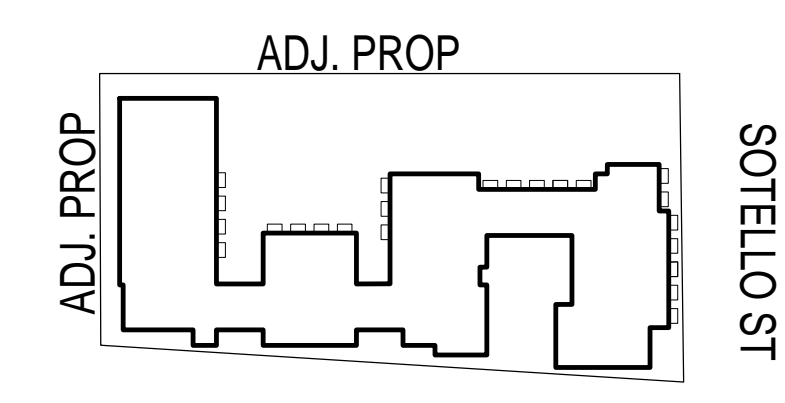
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10.01.19

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KEY PLAN



N. NORTH MAIN ST

PROJECT NO.
18015
PLOT DATE
10.01.19
SCALE
AS SHOWN

SHEET TITLE
THIRD FLOOR PLAN

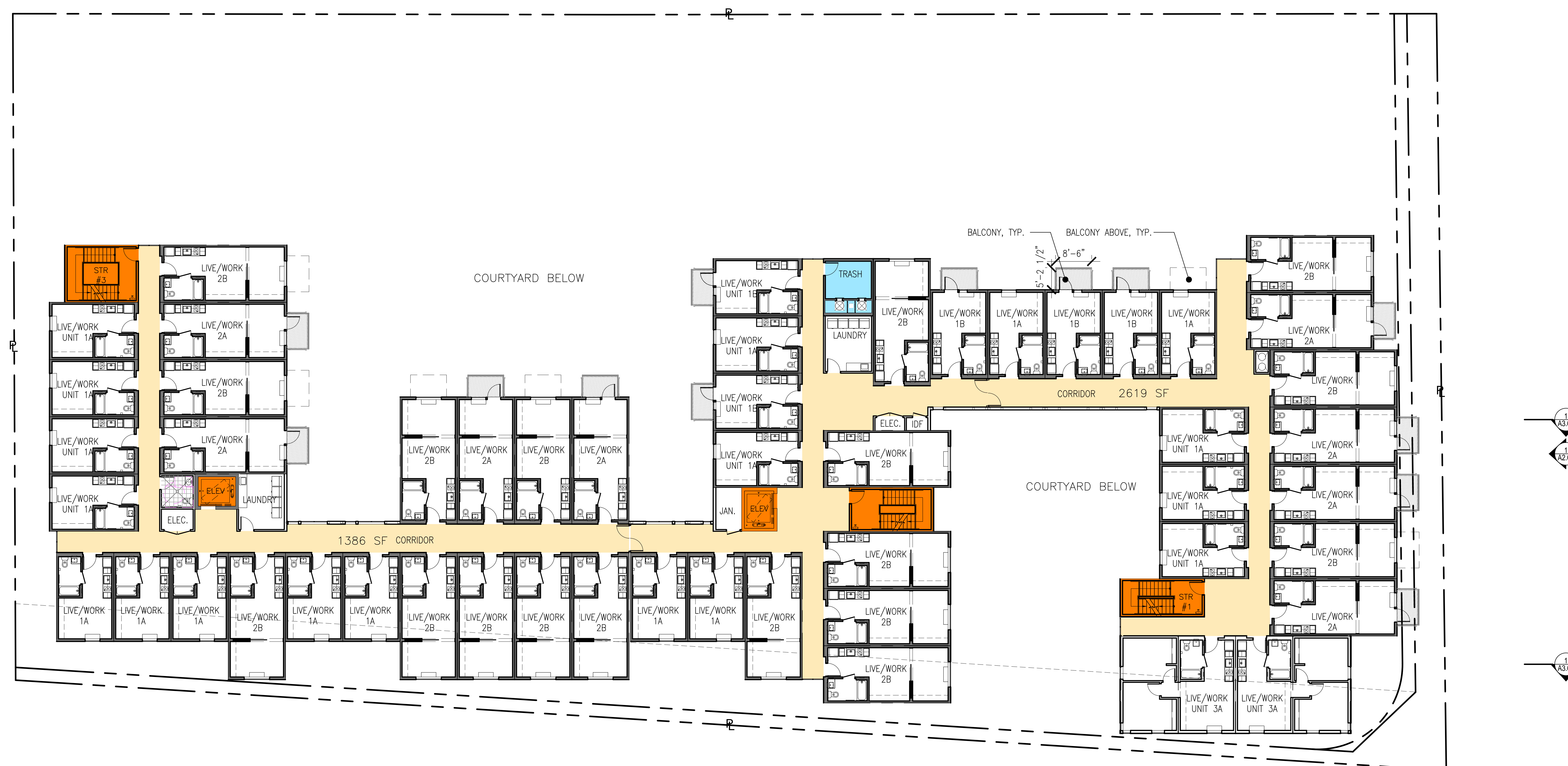
SHEET NO.

A1.30



THIRD FLOOR PLAN
0 4 8 16'
SCALE : 3/32" = 1'-0"
(ON 30" X 48" SHEET SIZE)

1



FOURTH FLOOR PLAN

0 4' 8' 16'

SCALE : 3/32" = 1'-0"

(ON 30" X 48" SHEET SIZE)

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PROJECT
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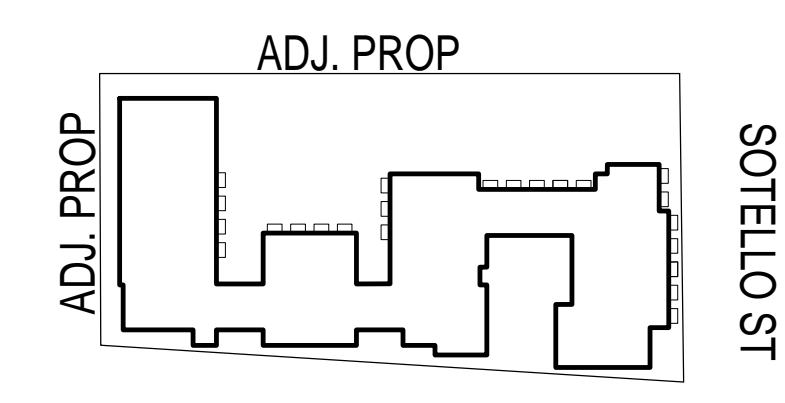
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10.01.19**

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KEY PLAN



N. NORTH MAIN ST

PROJECT NO.
18015
PLOT DATE
10.01.19
SCALE
AS SHOWN

SHEET TITLE
FIFTH FLOOR PLAN

SHEET NO.

A1.50



FIFTH FLOOR PLAN
0 4 8 16'
SCALE : 3/32" = 1'-0"
(ON 30" X 48" SHEET SIZE)



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PROJECT
1457 MAIN
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LOS ANGELES, CA 90067
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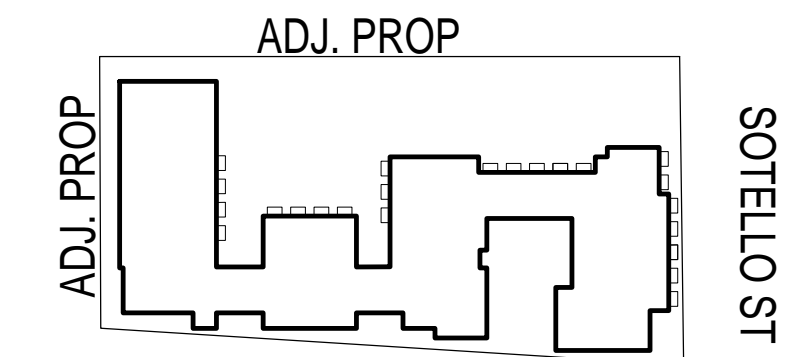
CONSULTANT:

STAMP:

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10.01.19**

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE

KEY PLAN



N. NORTH MAIN ST	
	PROJECT NO. 18015
	PLOT DATE 10.01.19
	SCALE AS SHOWN

SHEET TITLE
ROOF PLAN

SHEET NO.

A1.70



ROOF PLAN 1
SCALE : 3/32" = 1'-0"
(ON 30" X 48" SHEET SIZE)



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PROJECT
1457 MAIN
1457 N. NORTH MAIN ST
LOS ANGELES, CA 90012
OWNER:
UNIVERSAL STANDARD HOUSING
1801 CENTURY PARK EAST, SUITE 1810
LOS ANGELES, CA 90067
(T) 949.885.9616

CONSULTANT:

PARTIAL SOUTH ELEVATION 2
SCALE : 1/8" = 1'-0"
(ON 30" X 48" SHEET SIZE)



PARTIAL SOUTH ELEVATION 3
SCALE : 1/8" = 1'-0"
(ON 30" X 48" SHEET SIZE)



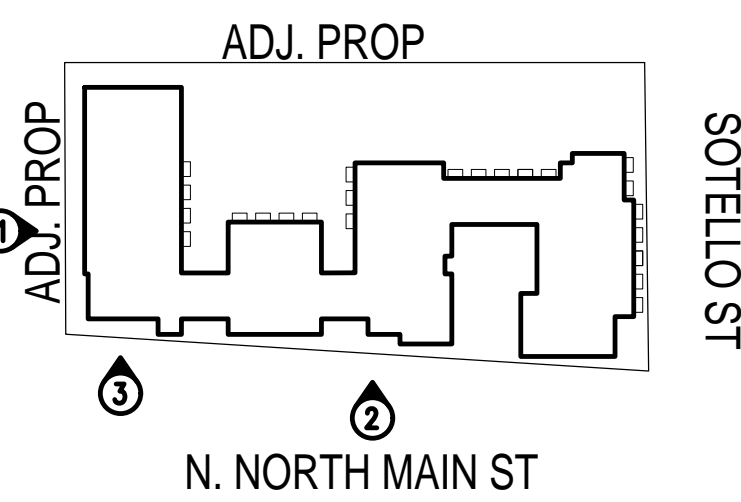
WEST ELEVATION 1
SCALE : 1/8" = 1'-0"
(ON 30" X 48" SHEET SIZE)

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10.01.19**

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE

KEY PLAN



PROJECT NO.	18015
PLOT DATE	10.01.19
SCALE	AS SHOWN

SHEET TITLE
EXTERIOR ELEVATIONS

SHEET NO.

A2.01



PARTIAL NORTH ELEVATION 2
SCALE : 1/8" = 1'-0"
(ON 30" X 48" SHEET SIZE)



PARTIAL NORTH ELEVATION 3
SCALE : 1/8" = 1'-0"
(ON 30" X 48" SHEET SIZE)



EAST ELEVATION 1
SCALE : 1/8" = 1'-0"
(ON 30" X 48" SHEET SIZE)

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PROJECT

1457 MAIN

1457 N. NORTH MAIN ST
LOS ANGELES, CA 90012

OWNER:

UNIVERSAL STANDARD HOUSING

1801 CENTURY PARK EAST, SUITE 1810
LOS ANGELES, CA 90067
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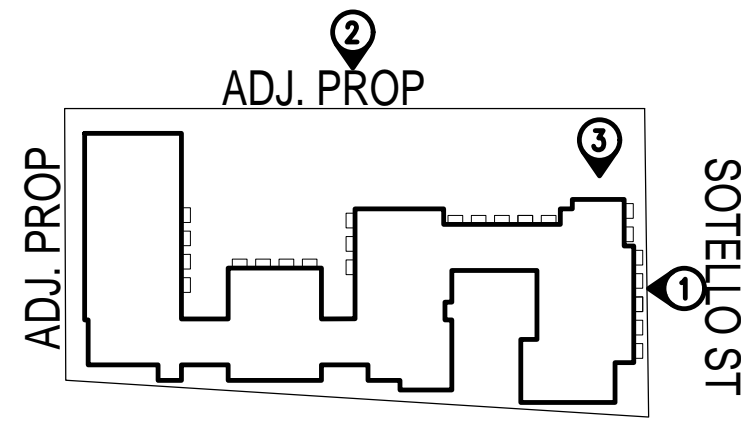
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10.01.19

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE

KEY PLAN



N. NORTH MAIN ST

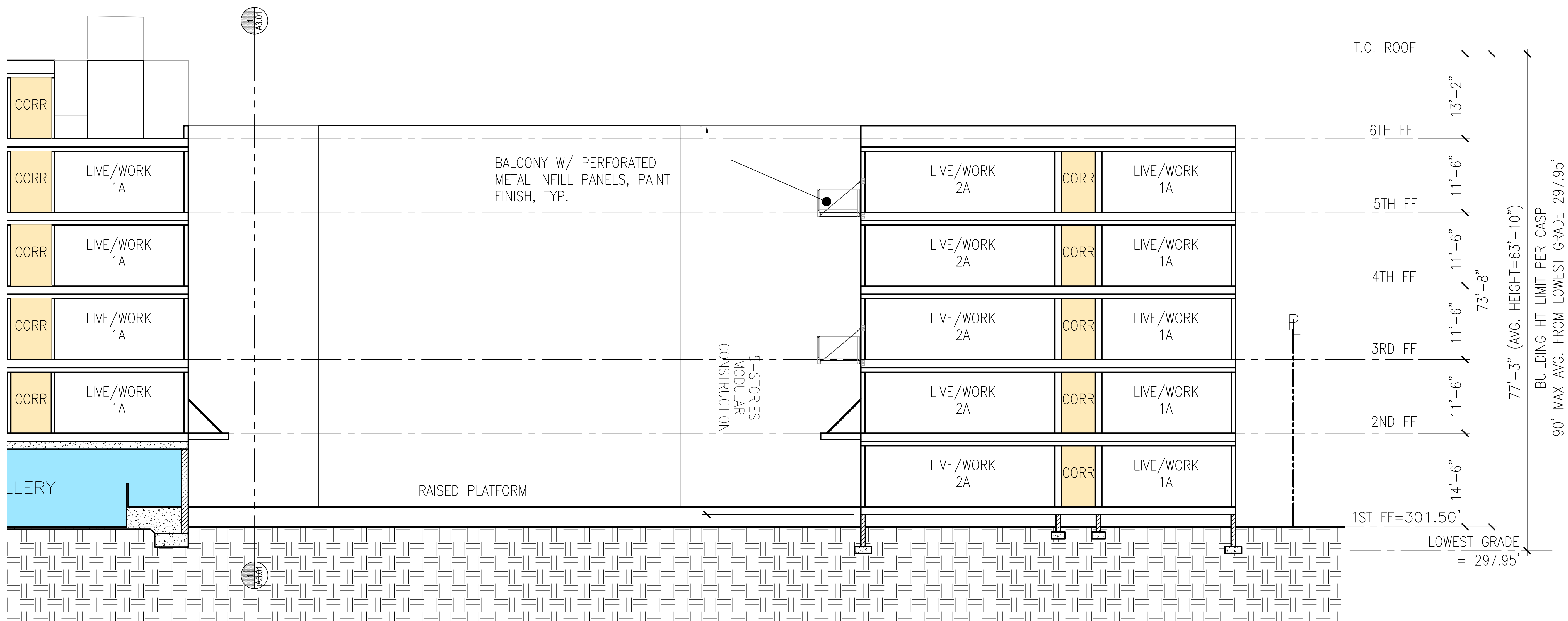
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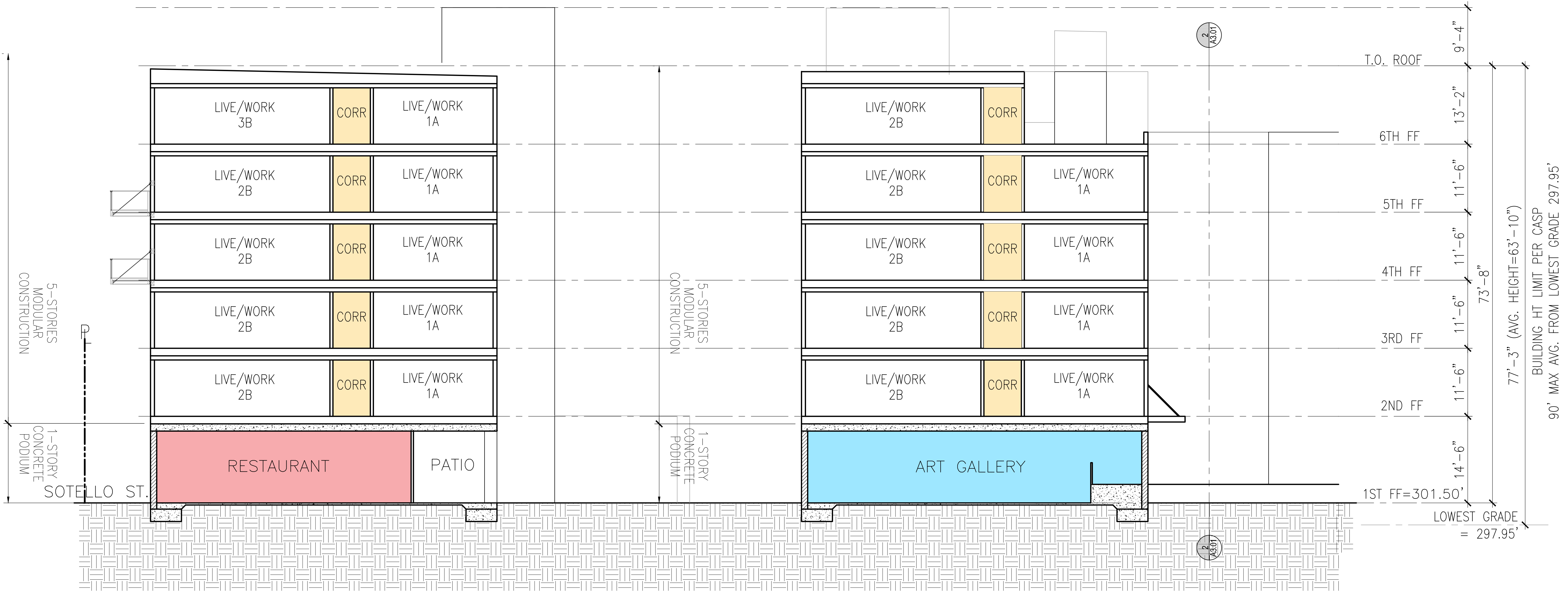
EXTERIOR ELEVATIONS

SHEET NO.

A2.02



BUILDING SECTION CONT.
SCALE : 1/8" = 1'-0"
(ON 30" X 48" SHEET SIZE)



BUILDING SECTION
SCALE : 1/8" = 1'-0"
(ON 30" X 48" SHEET SIZE)

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PROJECT

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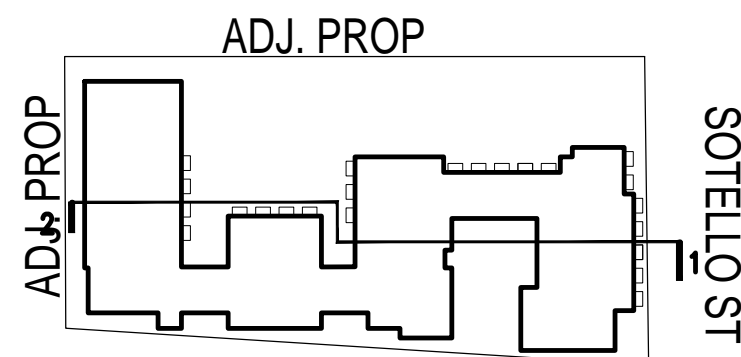
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STAMP:

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10.01.19

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE

KEY PLAN



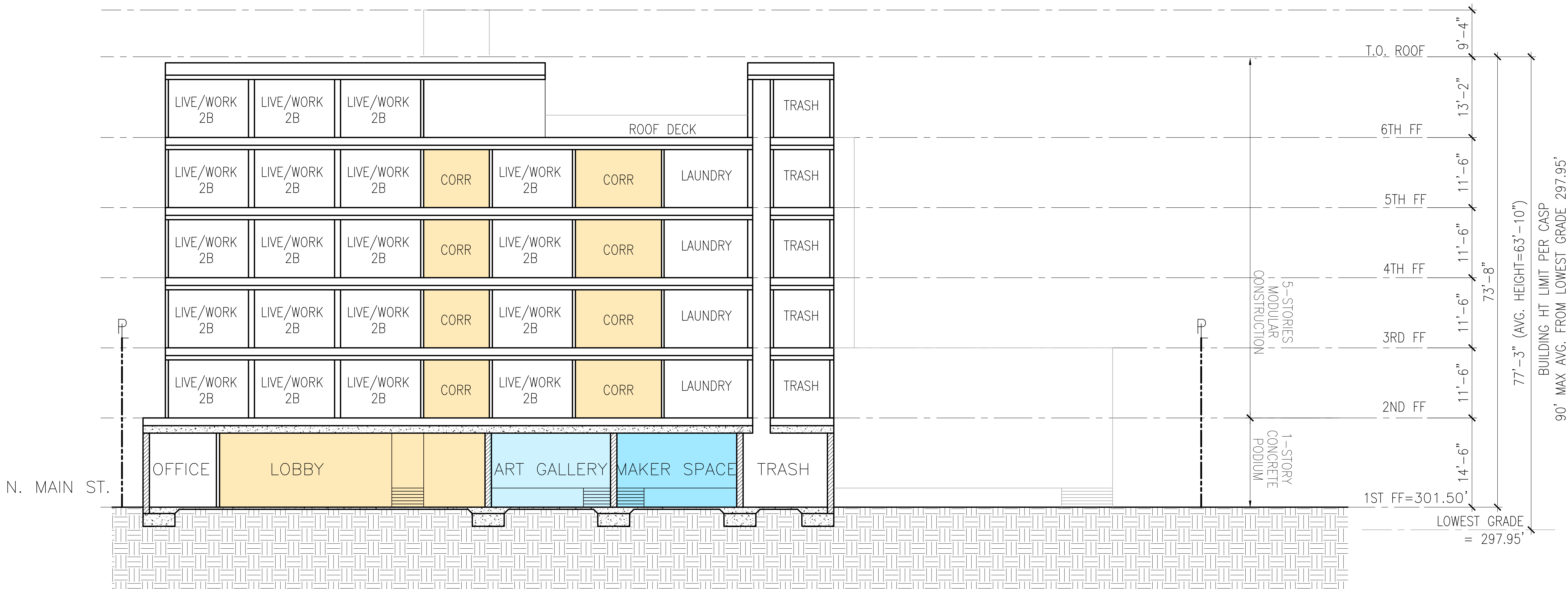
N. NORTH MAIN ST

PROJECT NO. 18015
PLOT DATE 10.01.19
SCALE AS SHOWN

SHEET TITLE
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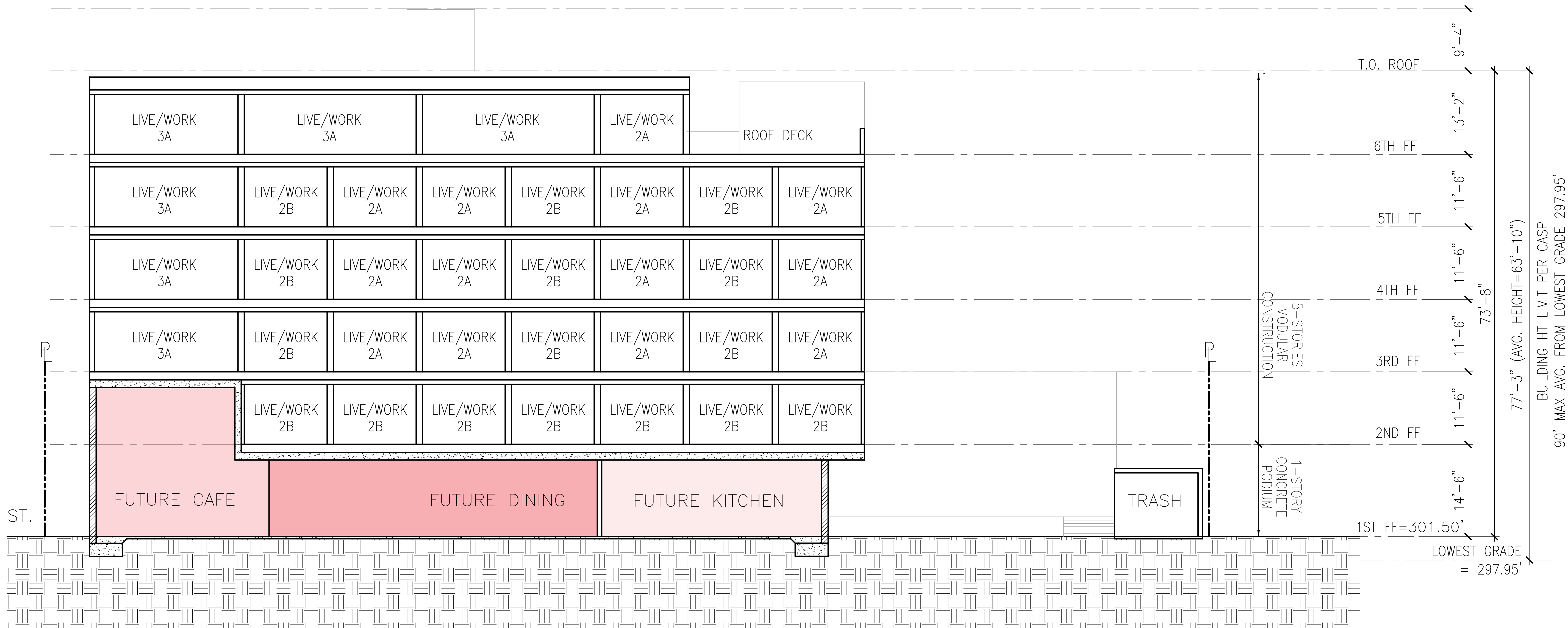
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BUILDING SECTION
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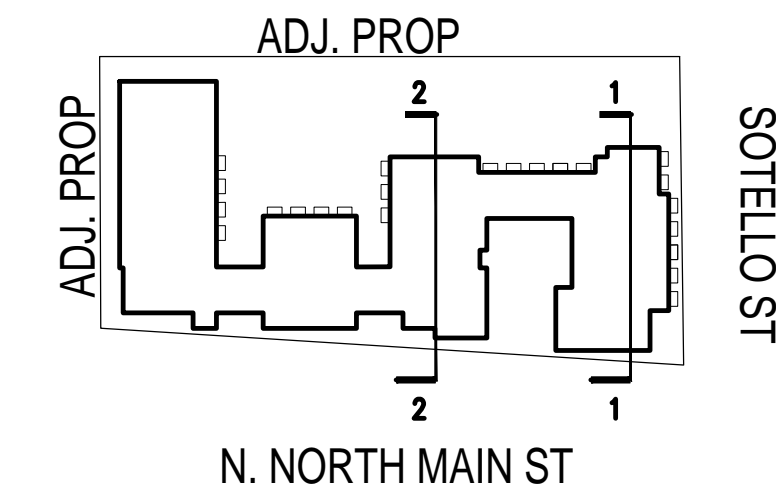
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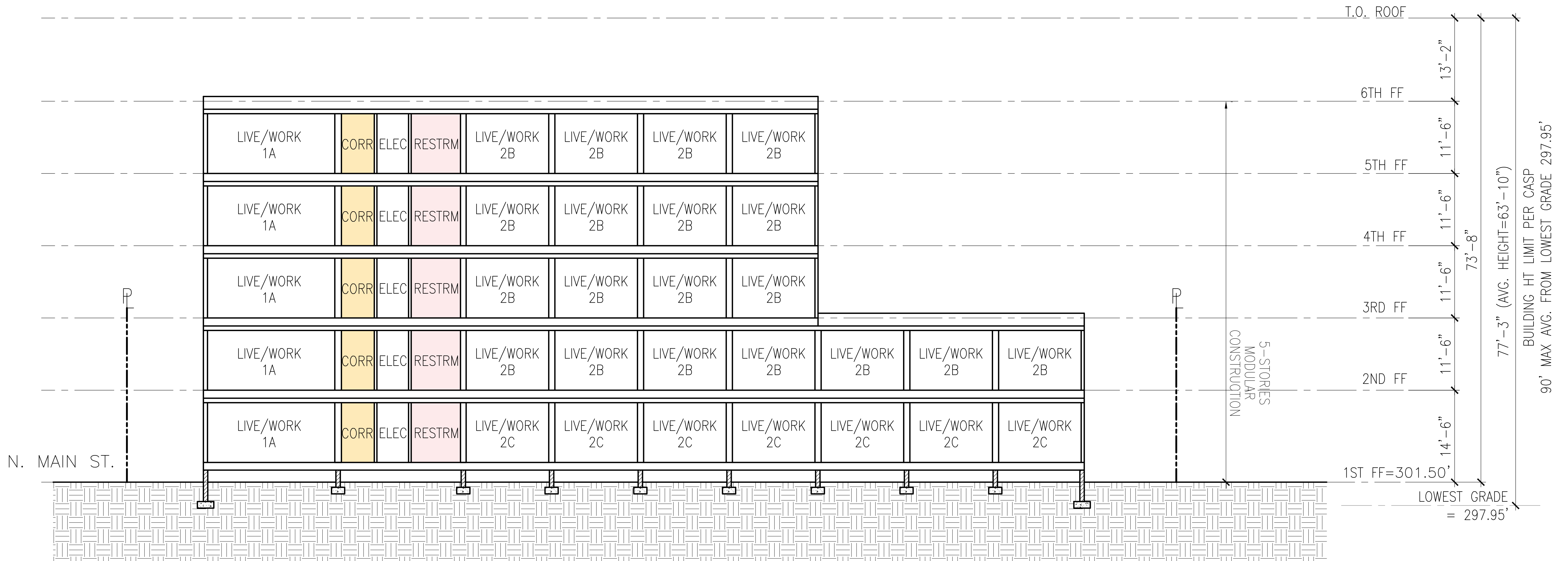


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(ON 30" X 48" SHEET SIZE)

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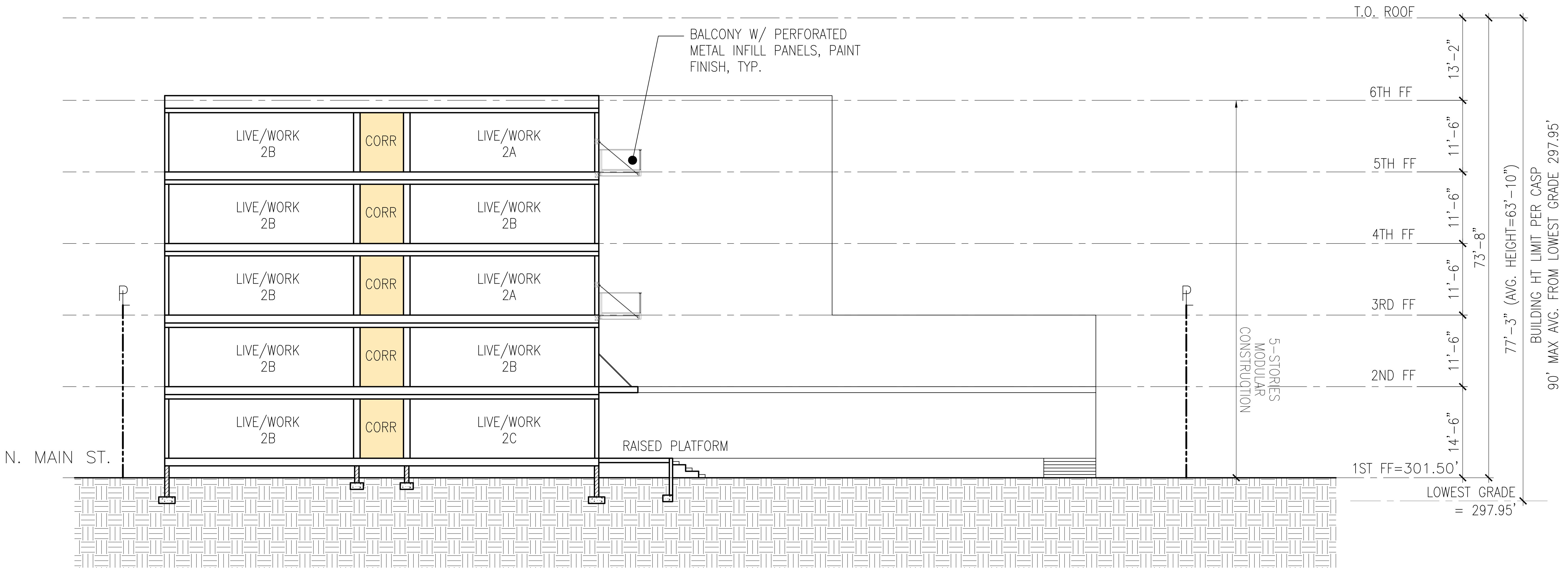
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BUILDING SECTION
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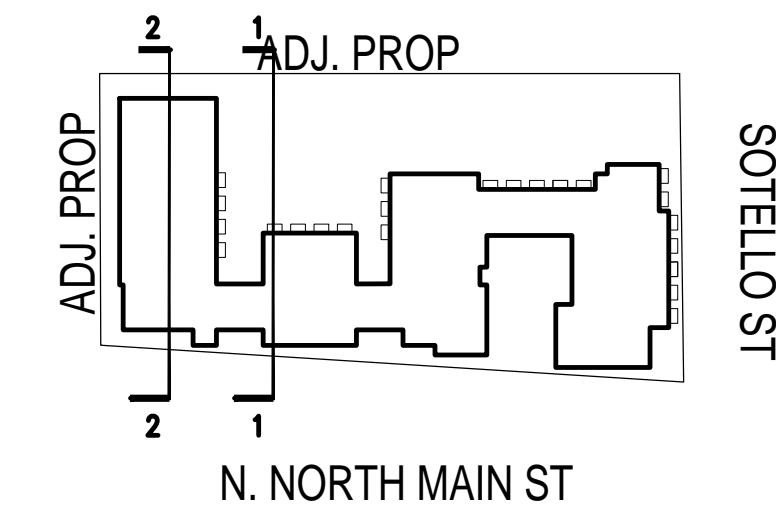
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BUILDING SECTION
SCALE : 1/8" = 1'-0"
(ON 30" X 48" SHEET SIZE)

1

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE



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PROJECT
1457 MAIN
1457 N. NORTH MAIN ST
LOS ANGELES, CA 90012
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UNIVERSAL STANDARD HOUSING
1801 CENTURY PARK EAST, SUITE 1810
LOS ANGELES, CA 90067
(T) 949.885.9616

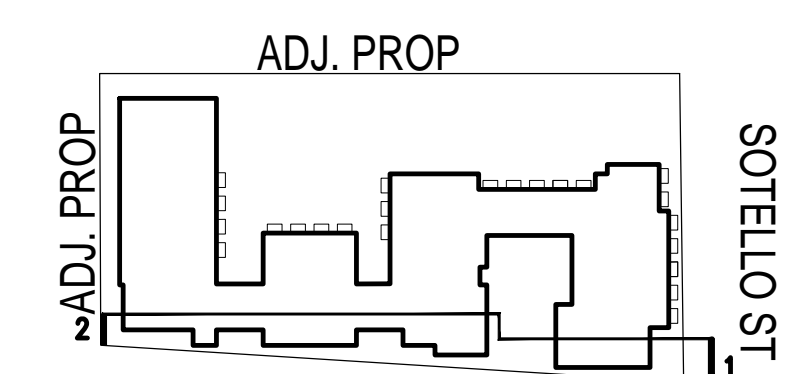
CONSULTANT:

STAMP:

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ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE

KEY PLAN

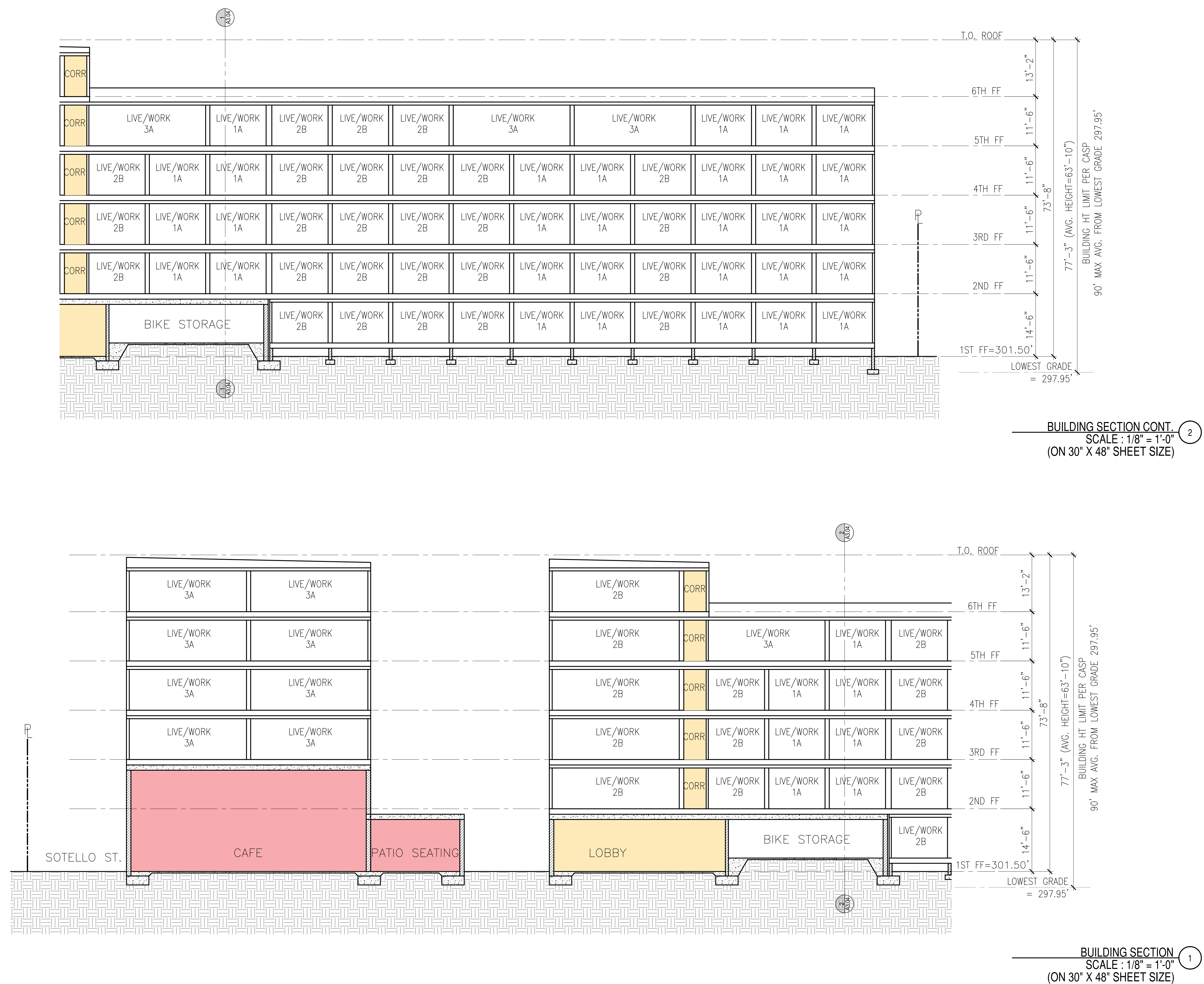


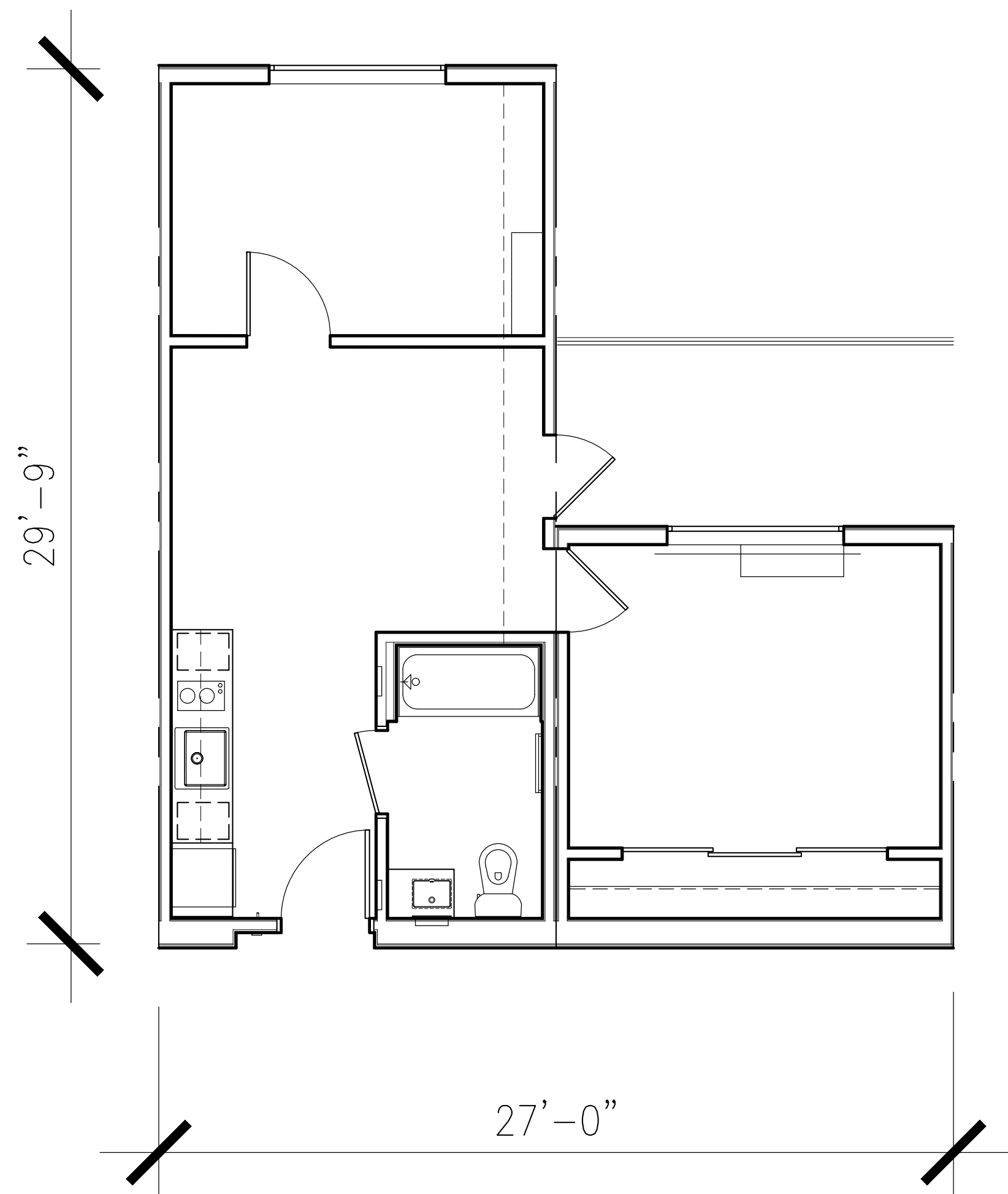
N. NORTH MAIN ST

PROJECT NO.
18015
PLOT DATE
10.01.19
SCALE
AS SHOWN

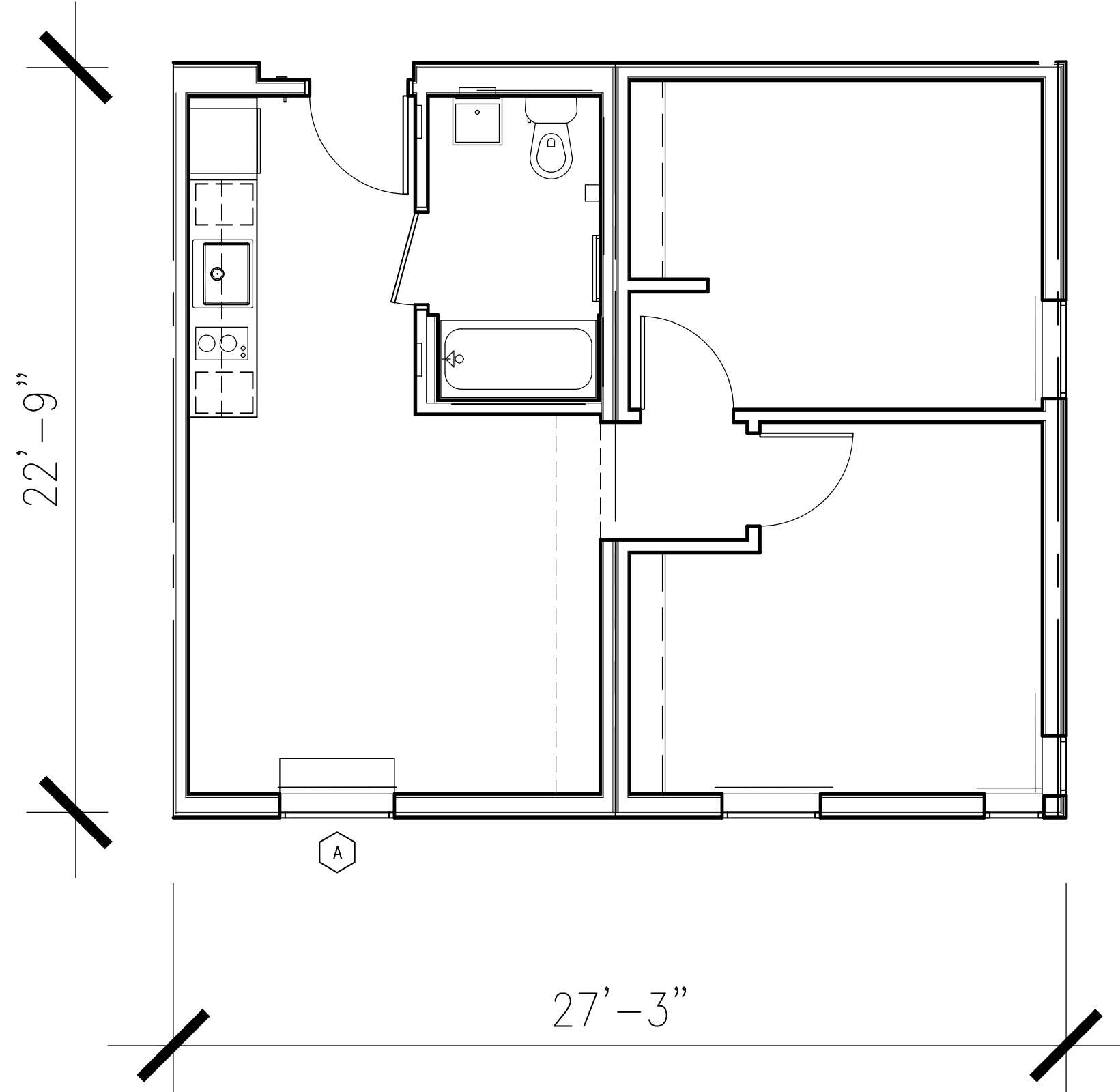
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BUILDING SECTION

SHEET NO.

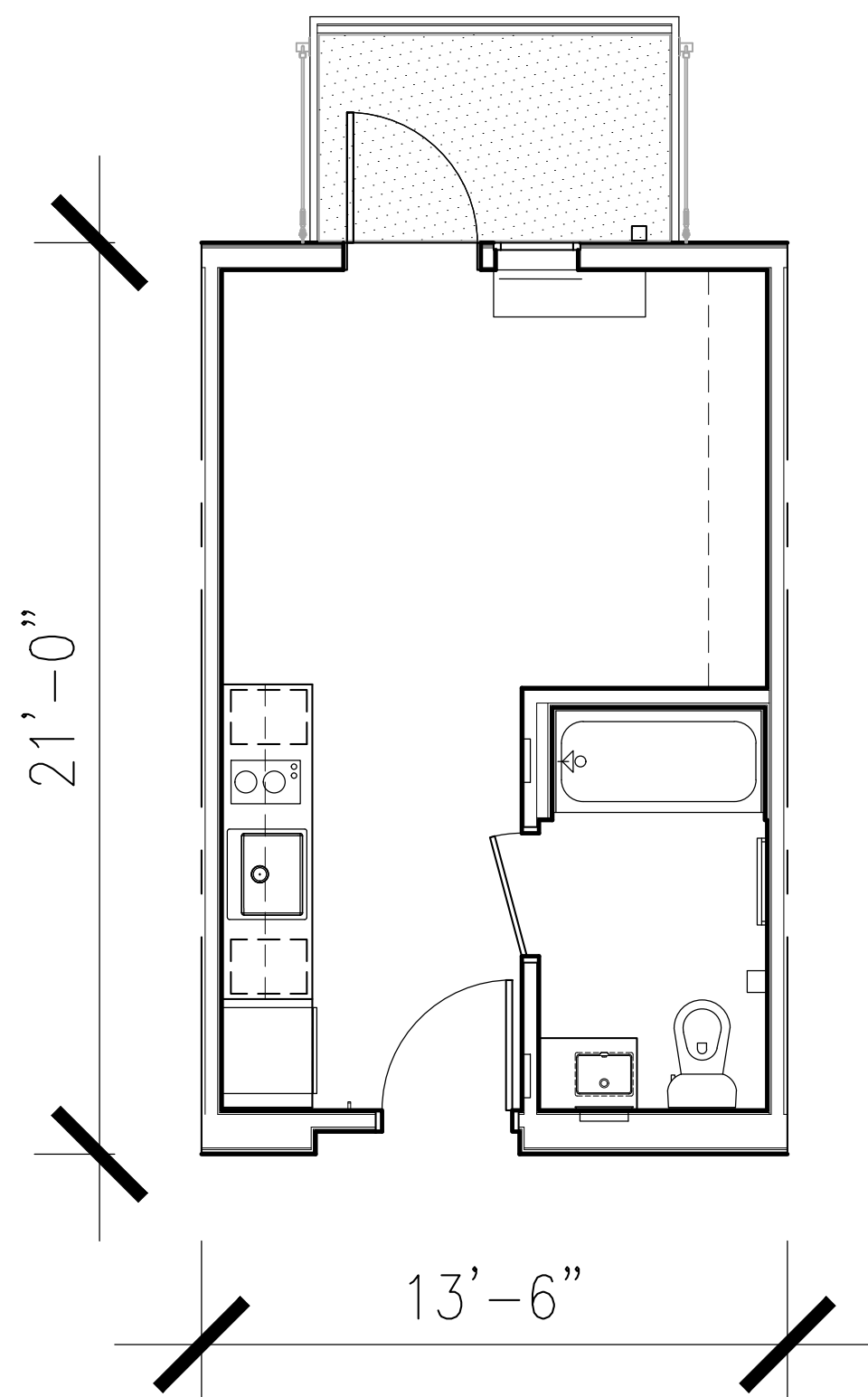




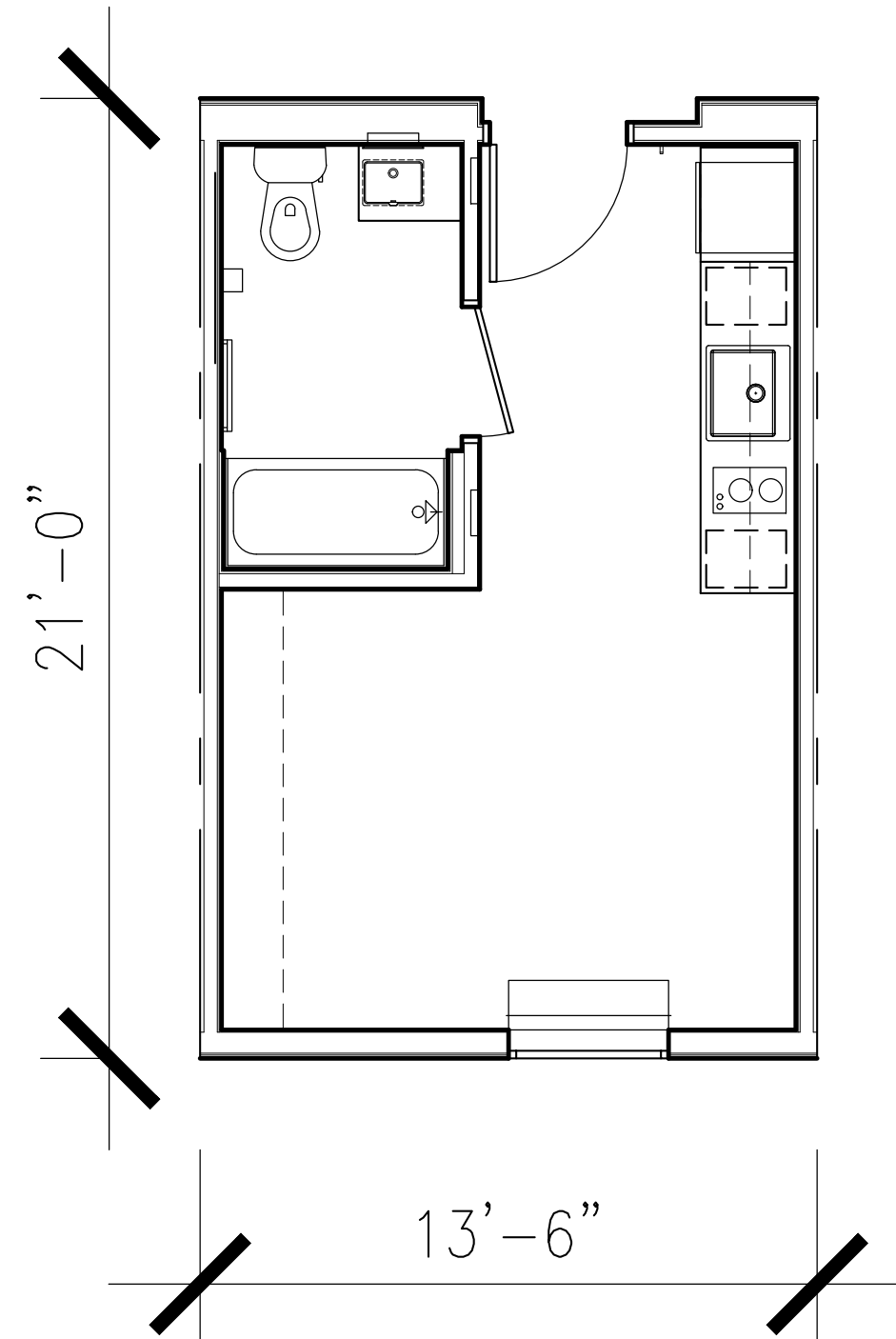
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SCALE : 1/4" = 1'-0" 7



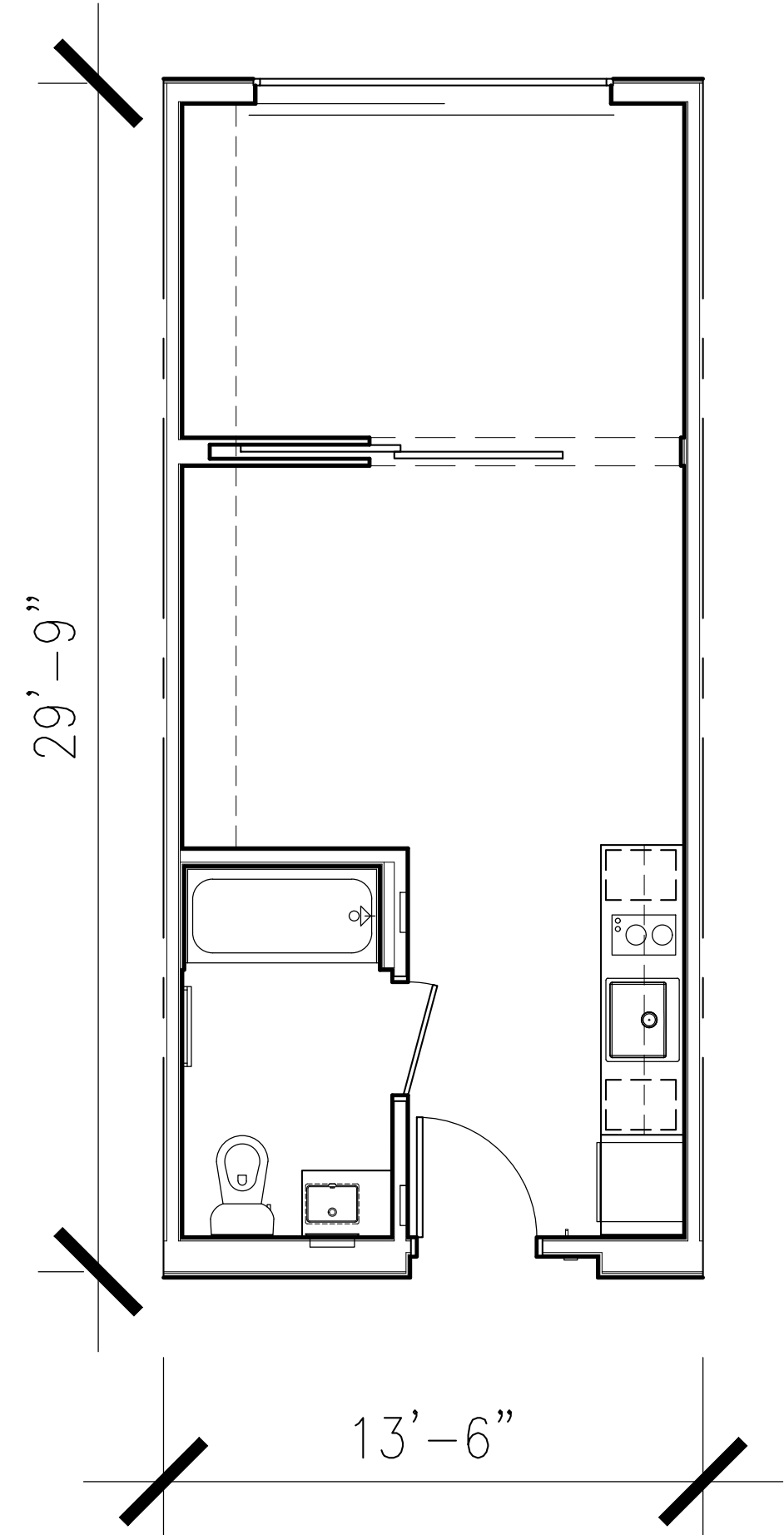
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ENLARGED FLOOR PLAN
SCALE : 1/4" = 1'-0" 6



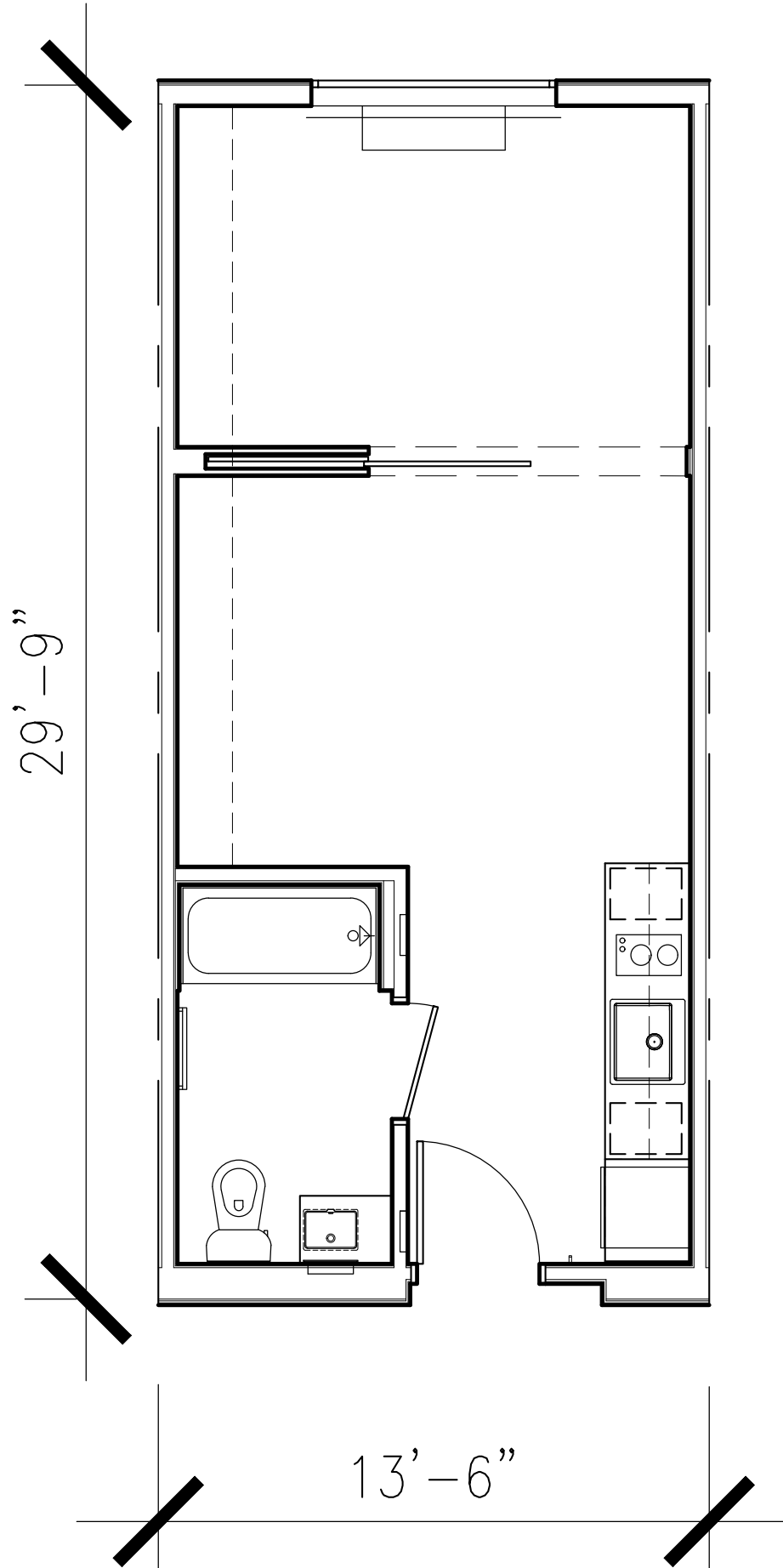
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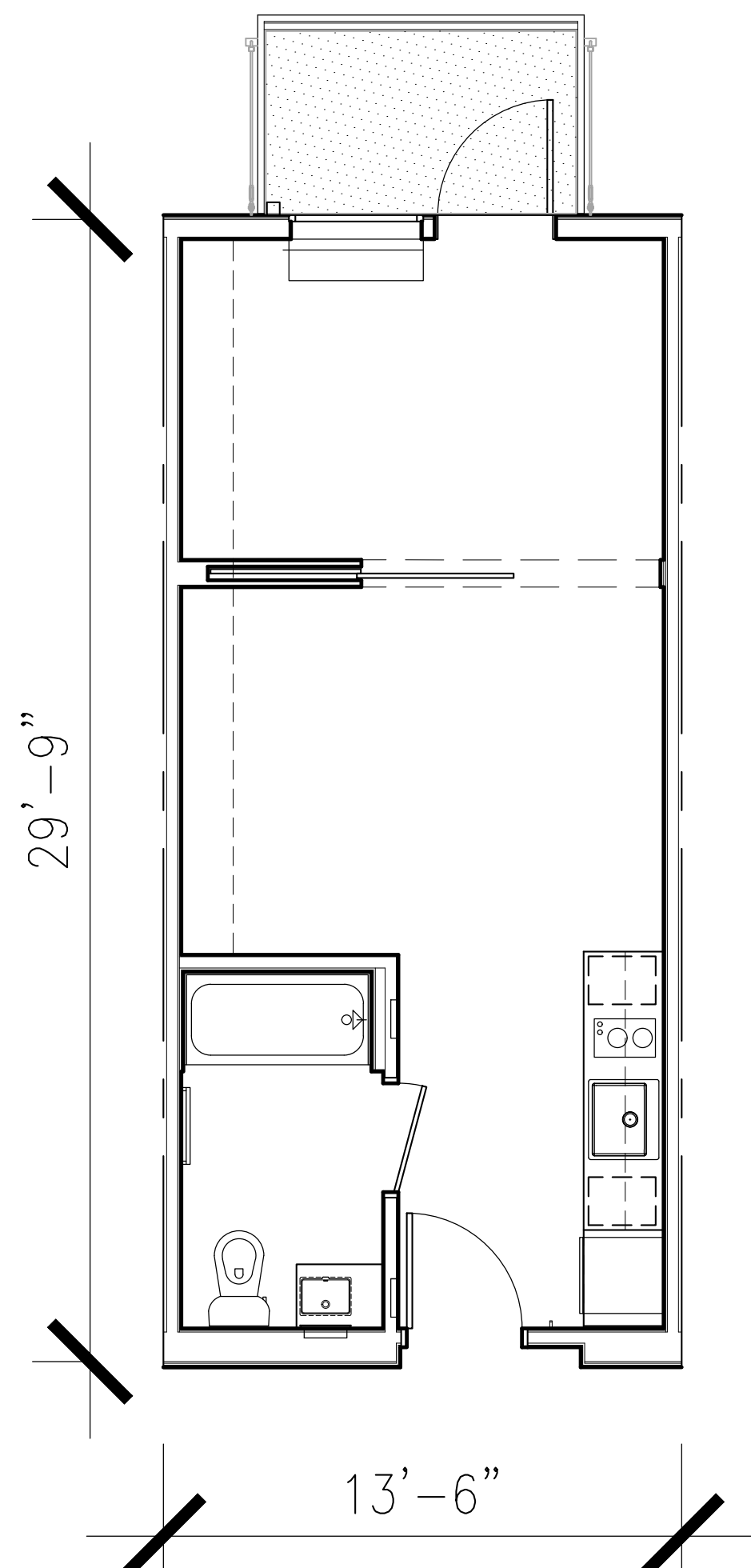
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ENLARGED FLOOR PLAN
SCALE : 1/4" = 1'-0" 2



UNIT TYPE 2C
ENLARGED FLOOR PLAN
SCALE : 1/4" = 1'-0" 5

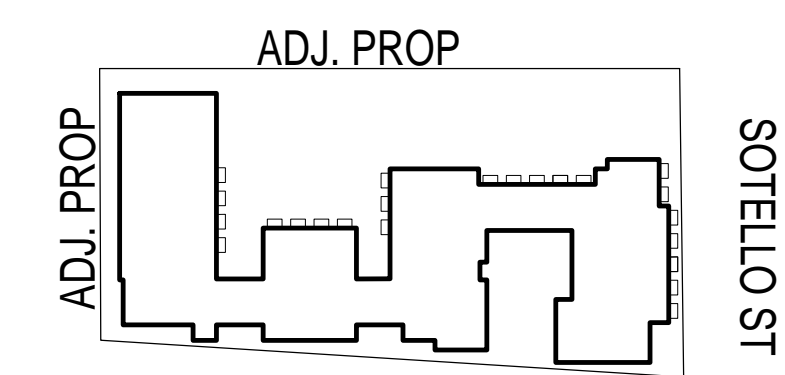


UNIT TYPE 2B
ENLARGED FLOOR PLAN
SCALE : 1/4" = 1'-0" 3



UNIT TYPE 2A
ENLARGED FLOOR PLAN
SCALE : 1/4" = 1'-0" 1

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE
1	REVISION SET	07.22.19



N. NORTH MAIN ST	
	PROJECT NO.
	18015
	PLOT DATE 10.01.19
SCALE	AS SHOWN



CITROFORNELLA MITIS
CALAMANSI



PASSIFLORA CAERULEA
PASSION VINE



OTATEA ACUMINATA AZTECORUM
MEXICAN WEEPING BAMBOO



KUNARA PLICATILIS
FAN ALDE



AGAVE 'BLUE FLAME'
VARIEGATED BLUE FLAME AGAVE



PHORMIUM 'YELLOW WAVE'
YELLOW WAVE FLAX



CHORISA SPECIOSA
FLOSS SILK TREE



MAGNOLIA CHAMPACA
CHAMPA



ACACIA STENOPHYLLA
SHOESTRING ACACIA



GEIJERA PARVIFOLIA
AUSTRALIAN WILLOW



ULMUS PARVIFOLIA (SPECIMEN)
CHINESE ELM



PENNISETUM ALOPECUROIDES
HAAMELN DWARF FOUNTAIN GRASS



PENNISETUM 'FAIRY TAILS'
FAIRY TAILS FOUNTAIN GRASS



CAREX DIVULSA
BERKELEY SEDGE



ULMUS PARVIFOLIA
CHINESE ELM



TABEBUIA IMPETIGINOSA
PINK TRUMPET TREE

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PROJECT: 1457 MAIN

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LOS ANGELES, CA 90012

OWNER:
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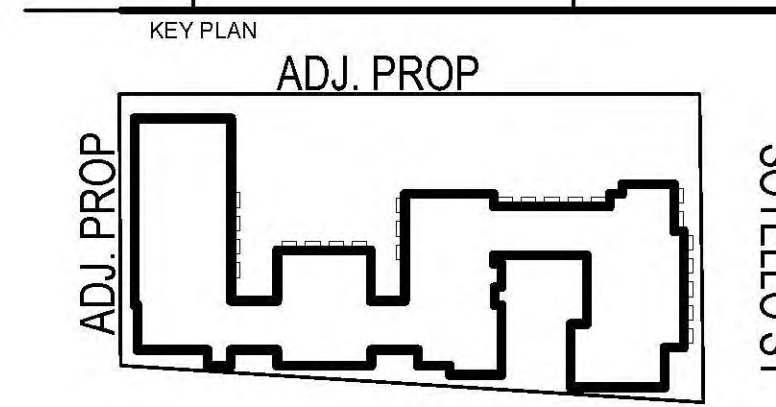


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09/20/19

ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE



N. NORTH MAIN ST	
PROJECT NO. 18015	PLOT DATE 20.09.19
SCALE AS SHOWN	

SHEET TITLE
**PLANTING PLAN
LEVEL 1 (GROUND)**

SHEET NO.
L1.0

AGENCY APPROVAL



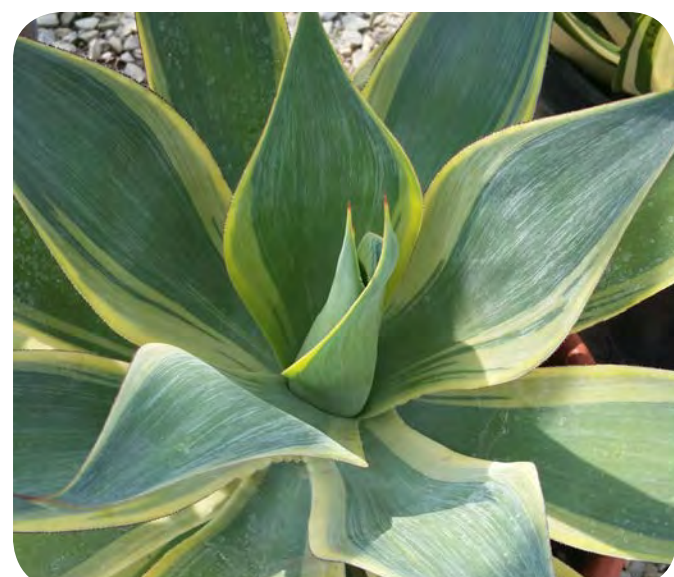
OTATEA ACUMINATA AZTECORUM
MEXICAN WEeping BAMBOO



STRELITZIA REGINAE
BIRD OF PARADISE



BRAHEA ARMATA
MEXICAN BLUE PALM



AGAVE 'BLUE FLAME' VARIEGATED
VARIEGATED BLUE FLAME AGAVE



PHORMIUM 'YELLOW WAVE'
YELLOW WAVE FLAX



ZAMIA FURFURACEA
CARDBOARD PALM



PHILODENDRON XANADU
XANADU PHILODENDRON



FURCRAEA FOETIDA
MAURITIUS HEMP



ASPARAGUS DENSIFLORUS
'MYERS'



LOTUS BERTHELETTII
PARROT'S BEAK



N. MAIN STREET



ACACIA STENOPHYLLA
SHOESTRING ACACIA



PARKINSONIA FLORIDA
PAID VERDE



CAREX DIVULSA
BERKELEY SEDGE



SENECIO SERPENS
BLUE CHALKSTICKS



ECHEVERIA ELEGANS
MEXICAN SNOWBALL



SEDUM PALLIDUM VAR.
BITHYNICUM
TURKISH STONECROP



SEDUM 'DESERT RED'
DESERT RED STONECROP

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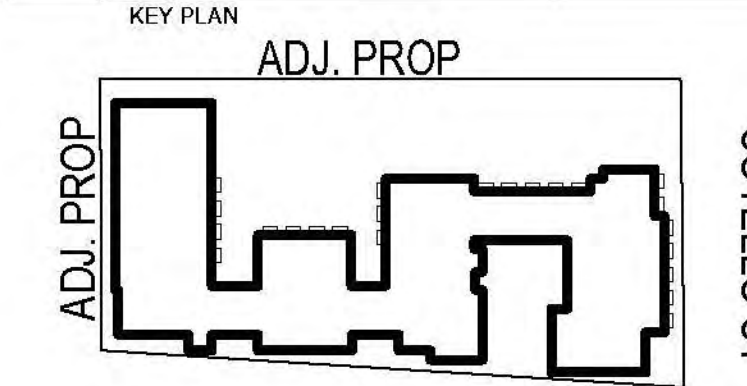


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N. NORTH MAIN ST	
PROJECT NO.	18015
PLOT DATE	20.08.19
SCALE	AS SHOWN

SHEET TITLE
PLANTING PLAN
LEVEL 6 (ROOF DECK)

AGENCY APPROVAL
L1.1

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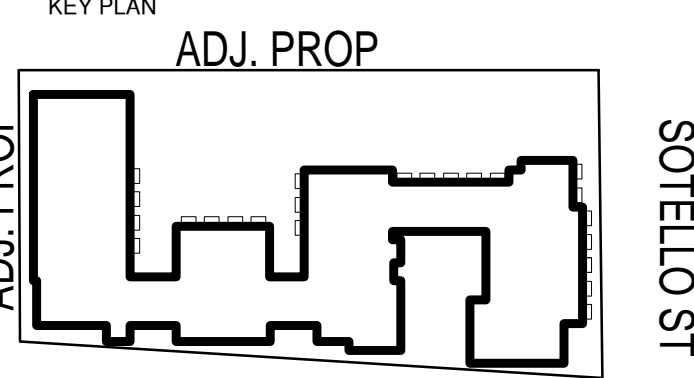
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N. NORTH MAIN ST

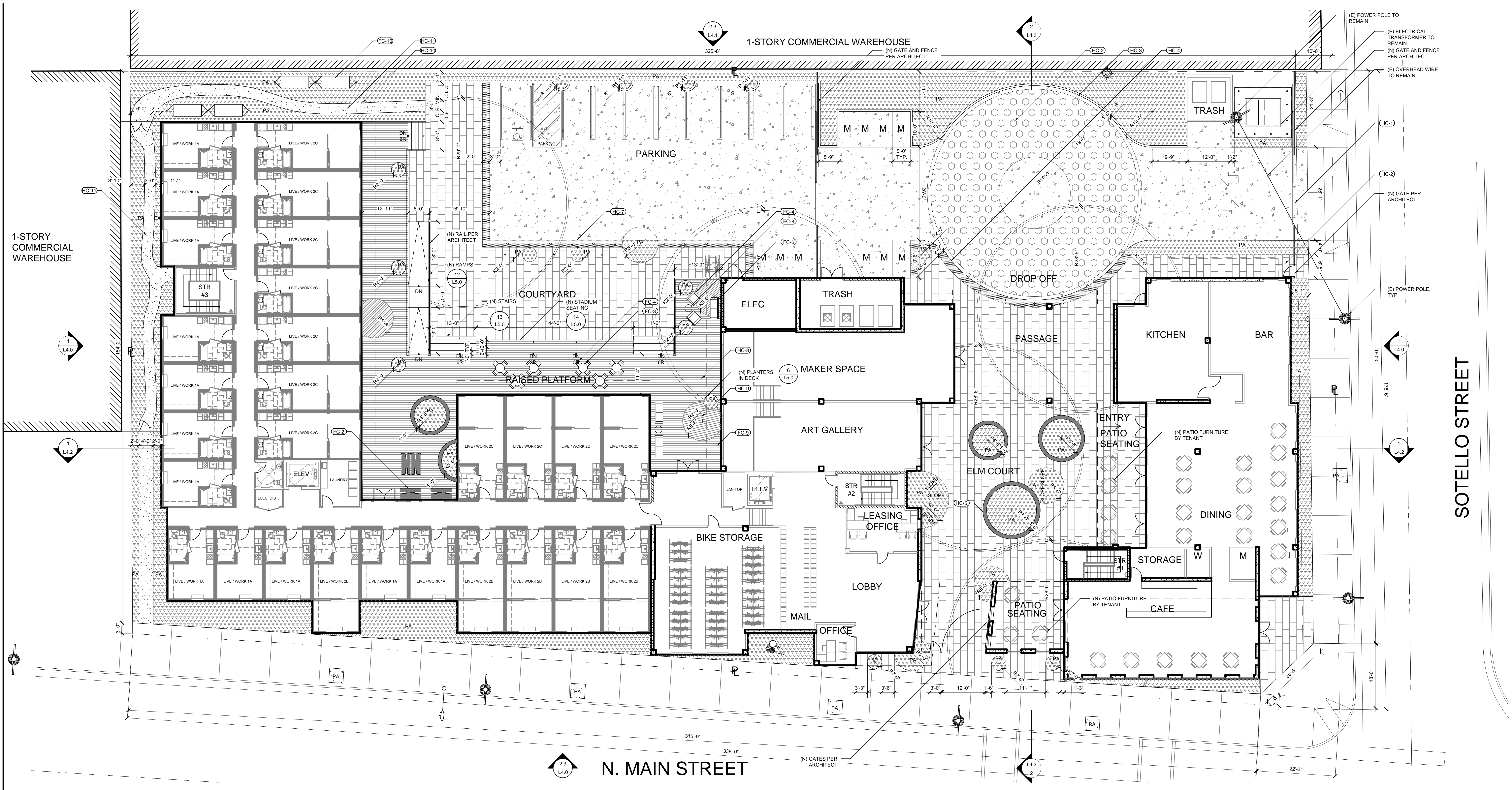
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PLOT DATE	27.09.19
SCALE	AS SHOWN

SHEET TITLE
**HARDSCAPE PLAN
LEVEL 1 (GROUND)**

SHEET NO.

L2.0

AGENCY APPROVAL



LANDSCAPE PLAN - LEVEL 1 (GROUND)
SCALE: 3/32" = 1'-0" 1

FURNISHINGS

KEY	MATERIAL	QTY.
F-C1	BENCH	1
F-C2	2-SIDED BENCH	3
F-C3	CAFE TABLE	6
F-C4	CAFE CHAIRS	24
F-C5	LOUNGE SOFA	3
F-C6	LOUNGE CHAIR	2
F-C7	SIDE TABLE	2
F-C8	TABLE	2
F-C9	COFFEE / TEA CABINET	1
F-C10	HAMMOCK	4

COURTYARD SCHEDULE
HARDSCAPE

KEY	SYM	MATERIAL	PRODUCT NAME	COLOR	MANUFACTURER	QTY.	DETAIL / SHEET
H-C1		ASPHALT	-	-	NOTE: ASPHALT PER CIVIL	7,075 SF	-
H-C2		PAVER @DRIVEWAY	SF RIMA	CHARCOAL	BELGARD 1.877.235.4273	2,330 SF	#1/L5.0
H-C3		CURVED CONCRETE EDGE	CONCRETE	'OUTBACK' DAVIS COLOR #677	-	185 SF	#2/L5.0
H-C4		SAFETY BUMPS	TRUNCATED DOME PAVES 2'X2'	CHARCOAL SANDBLAST #811	STEP STONE	390 SF	#3/L5.0
H-C5		CIRCULAR PLANTER WALL	CONCRETE	'OUTBACK' DAVIS COLOR #677	-	163 LF	#4/L5.0
H-C6		PAVERS @ELM COURT	CAL ARCH PAVES	PORCELAIN #1413 LIGHT SAND BLAST	STEPSTONE, INC. 310.327.7474	5,215 SF	#1/L5.0
H-C7		PAVERS @COURT	CAL ARCH PAVES	FRENCH GRAY #1404 LIGHT SAND BLAST	STEPSTONE, INC. 310.327.7474	2,680 SF	#1/L5.0
H-C8		DECK 1	RESYSTA	SIAM	RESYSTA (909)393-2888	3,465 SF	#5/L5.0
H-C9		DECK 2	RESYSTA	SIAM	RESYSTA (909)393-2888	240 SF	#5/L5.0
H-C10		STEEL EDGING	SURE-LOC	BLACK	SURE-LOC 1.800.787.5662	450 LF	#8/L5.0
H-C11		DECOMPOSED GRANITE	STABILIZED	DESERT GOLD	SOUTHWEST BOULDER 1.714.882.1010	800 SF	#10/L5.0
PA		PLANTING AREA (MULCH)	MULCH	COVER MULCH	WHITTIER FERTILIZER 1.962.699.3461	5,975 SF	L9.0

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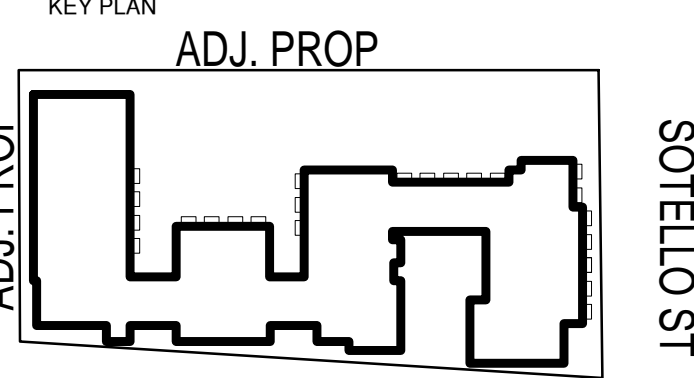


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SPECIFIC PLAN
09/27/19

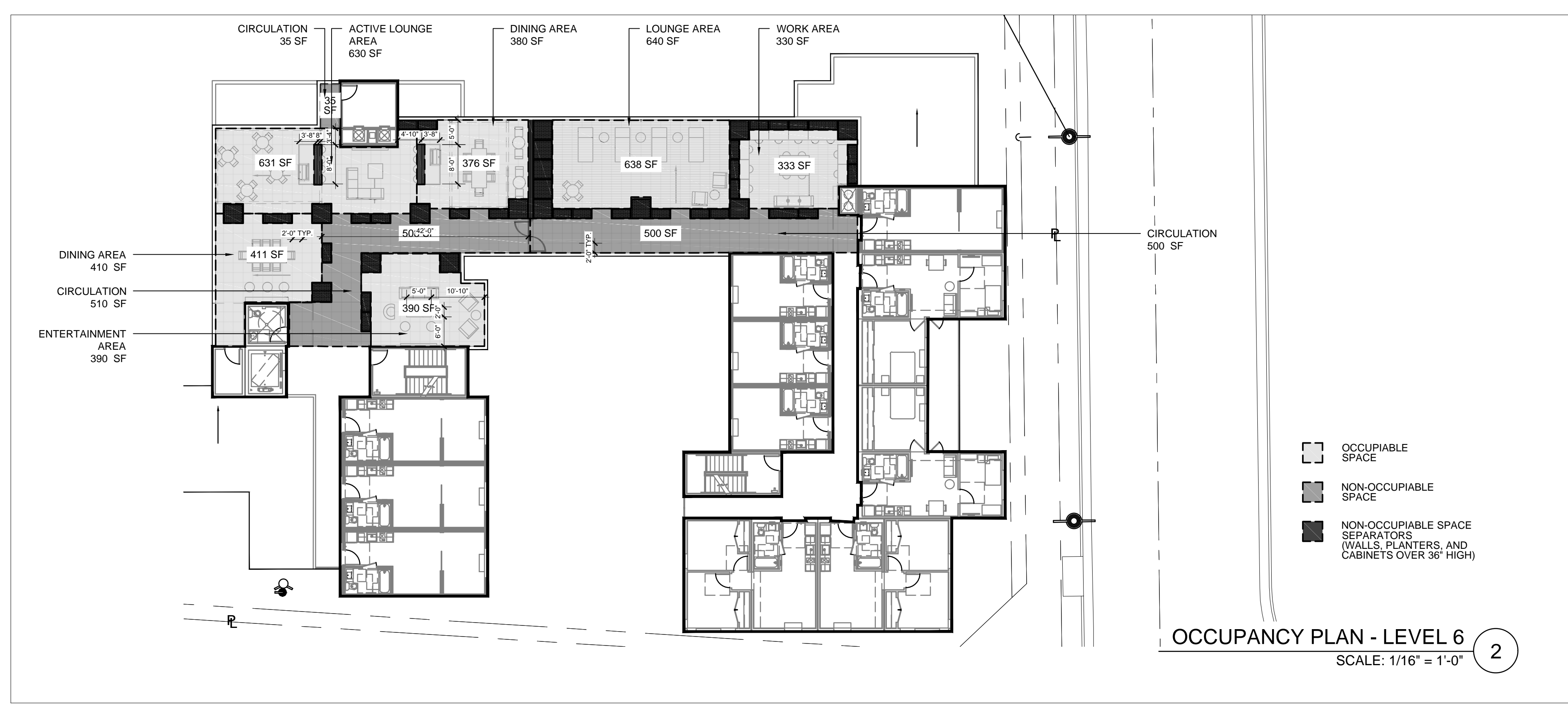
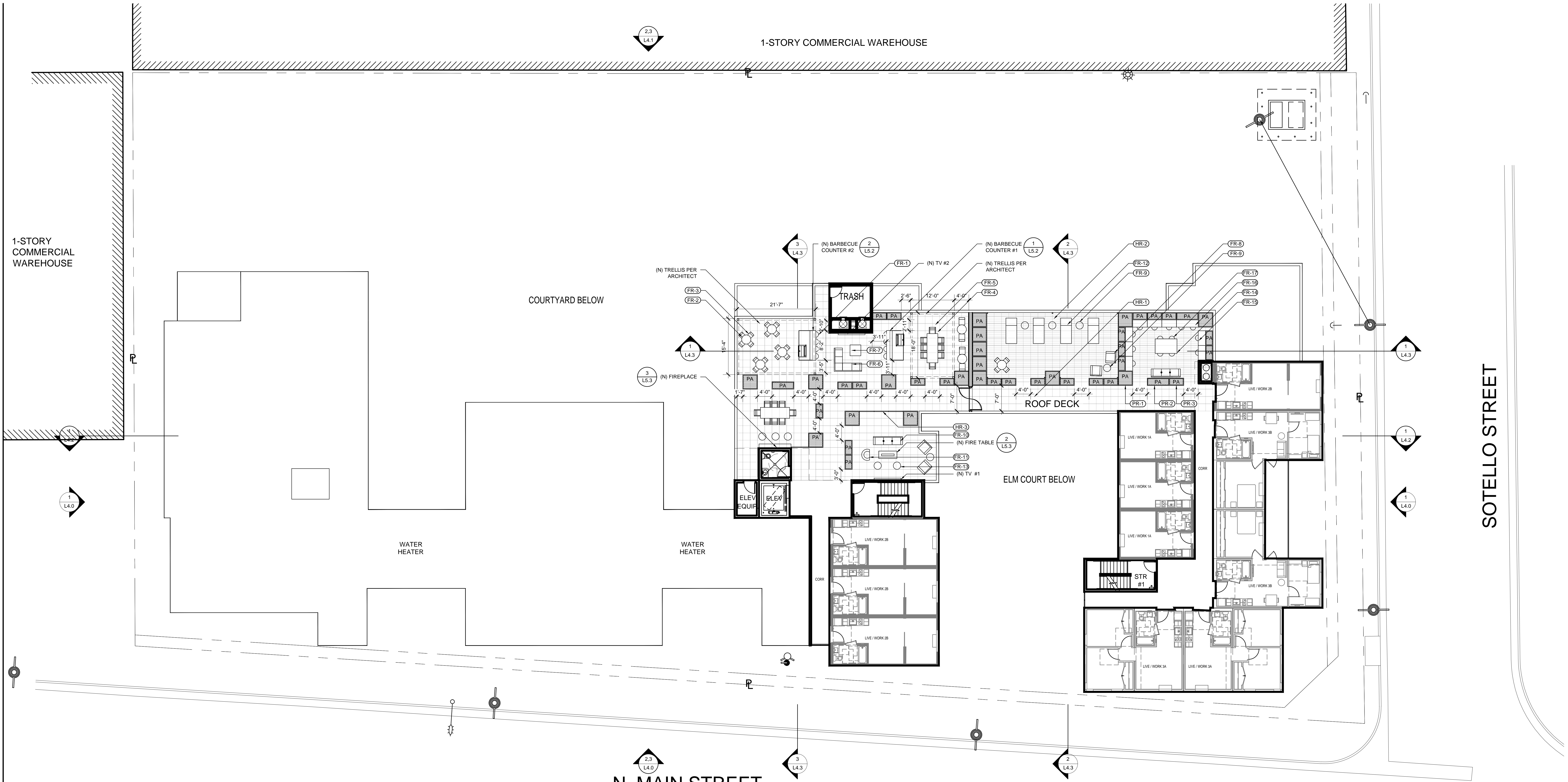
ISSUE NUMBER	DOCUMENT PACKAGE	ISSUE DATE



N. NORTH MAIN ST
PROJECT NO. 18015
PLOT DATE 27.09.19
SCALE AS SHOWN

SHEET TITLE
**HARDSCAPE PLAN
LEVEL 6 (ROOF DECK)**

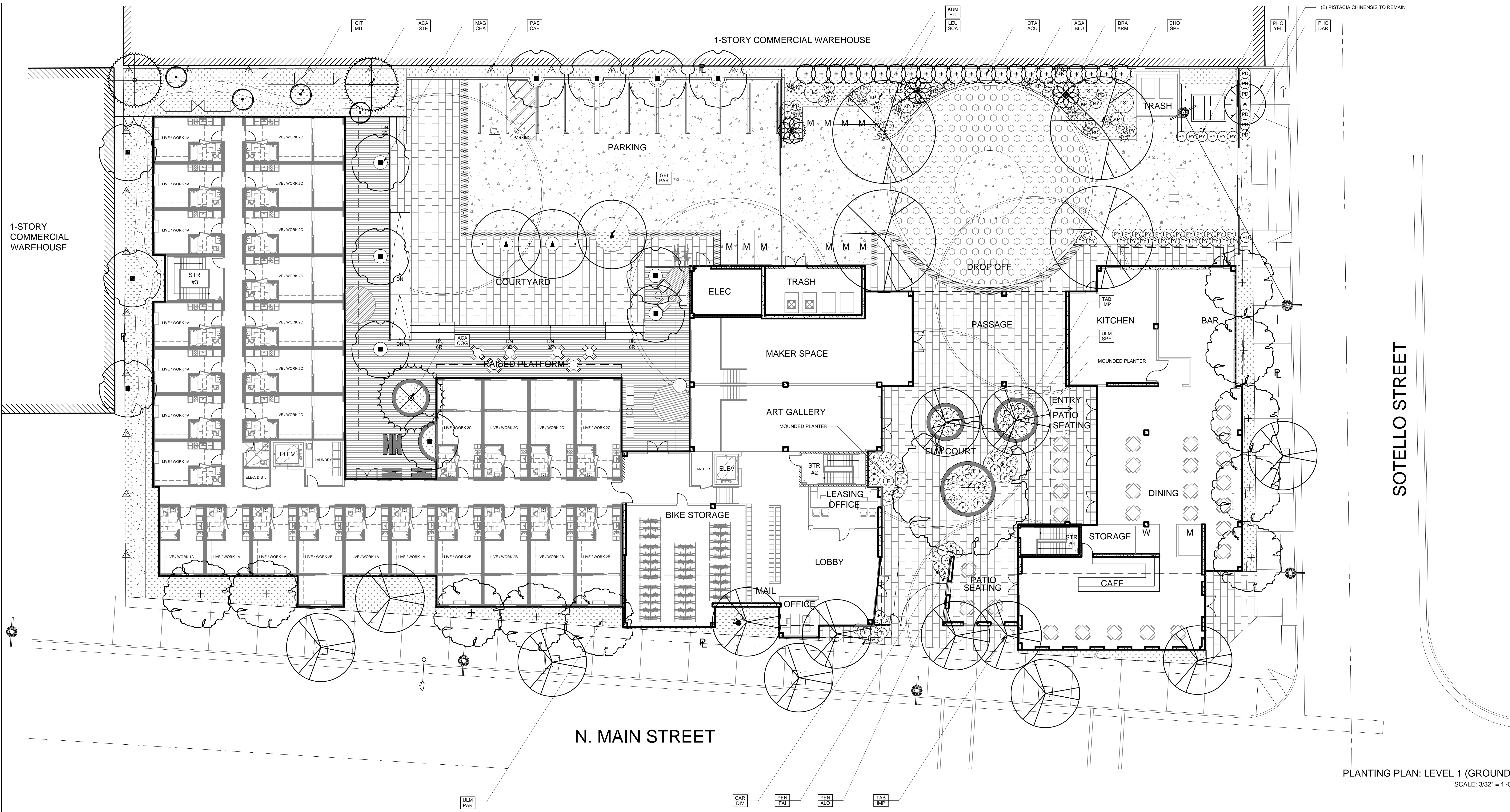
SHEET NO.
L2.1
AGENCY APPROVAL



KEY	MATERIAL	QTY.
F-R1	BAR STOOLS	8 EA
F-R2	CAFE TABLES	7 EA
F-R3	CAFE CHAIRS	24 EA
F-R4	DINING TABLES	2 EA
F-R5	DINING CHAIRS	16 EA
F-R6	L-SHAPED SOFA	1 EA
F-R7	LOUNGE TABLE 1	1 EA
F-R8	LOUNGE CHAIRS 1	4 EA
F-R9	SIDE TABLES 1	5 EA
F-R10	SOFA	2 EA
F-R11	LOUNGE CHAIRS 2	2 EA
F-R12	CHAISE CHAIRS	4 EA
F-R13	STOOLS	5 EA
F-R14	WORK DESK 1	1 EA
F-R15	WORK DESK 2	8 EA
F-R16	WORK DESK 3	1 EA
F-R17	WORK CHAIRS	1 EA

KEY	SYM	MATERIAL	PRODUCT NAME	COLOR	MANUFACTURER	QTY.	DETAIL/ SHEET
H-R1		2X2' PEDESTAL PAVERS	CAL ARCH PAVER	PORCELAIN #1413 LIGHT SAND BLAST	STEPSTONE, INC. 310.327.1474	2,815 SF	L5.1
H-R2		2X2' WOOD TILE ON PEDESTALS	BISON WOOD TILE	2X2' IPE WT-PE-SMOOTH	BISON 1.800.333.4234	1,350 SF	L5.1
H-R3		5' H PARTITION	-	-	-	16' LF	#4/L5.3

KEY	MATERIAL	PRODUCT NAME	COLOR / FINISH	MANUFACTURER	QTY.	DETAIL/ SHEET
P-R1	FIBERGLASS PLANTERS 4'X4'X3'	STANDARD RECTANGLE PLANTER	VENETIAN #23 (M)	OLDTOWN FIBERGLASS 714.633.3732	16 EA	#1/L5.3
P-R2	FIBERGLASS PLANTERS 2'X6'X3'	-	-	-	3 EA	-
P-R3	FIBERGLASS PLANTERS 2'X4'X3'	-	-	-	25 EA	-



PLANT SCHEDULE LEVEL 1
TREES

KEY	SYM	BOTANICAL NAME	COMMON NAME	QTY	SIZE	MATURE H X W	AT PLANTING H X W	SUN	WATER	SPACING
ACA COG	(X)	ACACIA COGNATA	BOWER WATTLE	1	24" BOX STD	20' x 20'	-	SUN	MED	PER PLAN
ACA STE	(+)	ACACIA STENOPHYLLA	SHOE-STRING ACACIA	2	24" BOX STD	25' x 15'	-	SUN	LOW	PER PLAN
BRA ARM	(*)	BRAHEA ARMATA	MEXICAN BLUE PALM	6	24" BOX STD	25' x 8'	-	SUN	LOW	PER PLAN
CHO SPE	(*)	CHORISA SPECIOSA	SILK FLOSS TREE	4	24" BOX STD	60' x 40'	-	SUN	LOW	PER PLAN
CIT MIT	(*)	CITROFORTUNELLA MITIS	CALAMANSI	4	24" BOX STD	8' x 6'	-	SUN	MEDIUM	PER PLAN
GEL PAR	(*)	GEUJERA PARVIFOLIA	AUSTRALIAN WILLOW	3	24" BOX STD	30' x 20'	-	SUN	LOW	PER PLAN
MAG CHA	(*)	MAGNOLIA CHAMPACA	CHAMPAK TREE	13	24" BOX STD	25' x 15'	-	SUN/ SHADE	MEDIUM	PER PLAN
OTA ACU	(*)	OTATEA ACUMINATA AZTECORUM	MEXICAN WEeping BAMBOO	23	24" BOX STD	15' x CLUMPING	-	SUN	MEDIUM	PER PLAN
TAB IMP	(*)	TABERBUA IMPETIGIOSA	PINK TRUMPET TREE	13	24" BOX STD	30' x 20'	-	SUN	MEDIUM	PER PLAN
ULM PAR	(*)	ULMUS PARVIFOLIA	CHINESE ELM	10	24" BOX STD	30' x 20'	-	SUN	MEDIUM	PER PLAN
ULM SPE	(*)	ULMUS PARVIFOLIA	CHINESE ELM	1	80" BOX STD	30' x 20'	-	SUN	MEDIUM	PER PLAN



SHRUBS

KEY	SYM	BOTANICAL NAME	COMMON NAME	QTY	SIZE	MATURE H X W	AT PLANTING H X W	SUN	WATER	SPACING
AGA BLU	(*)	AGAVE 'BLUE FLAME' VARIEGATED	VARIEGATED BLUE FLAME AGAVE	13	5 GAL	4' x 3'	-	SUN	LOW	PER PLAN
KUM PIC	(*)	KUMARA PLOCATILIS	FAN ALOE	7	5 GAL	6' x 4'	-	SUN	LOW	PER PLAN
LEU SCA	(*)	LEUCOSPERMUM 'SCARLET RIBBON'	NODDING PINCUSHION	4	5 GAL	6' x 6'	-	SUN	LOW	PER PLAN
PHO DAR	(*)	PHORMIUM 'DARK DELIGHT'	DARK DELIGHT NEW ZEALAND FLAX	19	5 GAL	4' x 4'	-	SUN/ SHADE	LOW	PER PLAN
PHO NEW	(*)	PHORMIUM 'YELLOW WAVE'	YELLOW WAVE NEW ZEALAND FLAX	44	5 GAL	4' x 4'	-	SUN/ SHADE	LOW	PER PLAN

GROUND COVER

KEY	SYM	BOTANICAL NAME	COMMON NAME	QTY	SIZE	MATURE H X W	AT PLANTING H X W	SUN	WATER	SPACING
CAR DIV	(*)	CAREX DIVULSA	BERKELEY SEDGE	5,700 SF	4" FLAT	1' x 1'	-	SUN	LOW	18" O.C.
PEN ALO	(*)	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	30	1 GAL	3' x 3'	-	SUN/ SHADE	MEDIUM	PER PLAN
PEN FAI	(*)	PENNISETUM 'FAIRY TAILS'	FAIRY TAILS FOUNTAIN GRASS	30	1 GAL	4' x 3'	-	SUN	MEDIUM	PER PLAN

VINES

KEY	SYM	BOTANICAL NAME	COMMON NAME	QTY	SIZE	MATURE H X W	AT PLANTING H X W	SUN	WATER	SPACING
PAS CAE	(*)	PASSIFLORA CAERULEA	PASSION VINE	19	5 GAL	CLIMBING	-	SUN	LOW	PER PLAN

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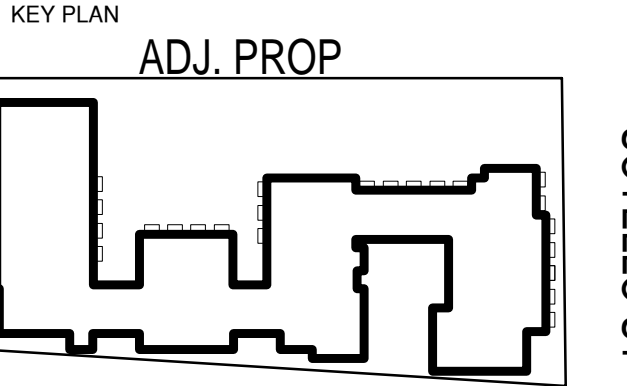
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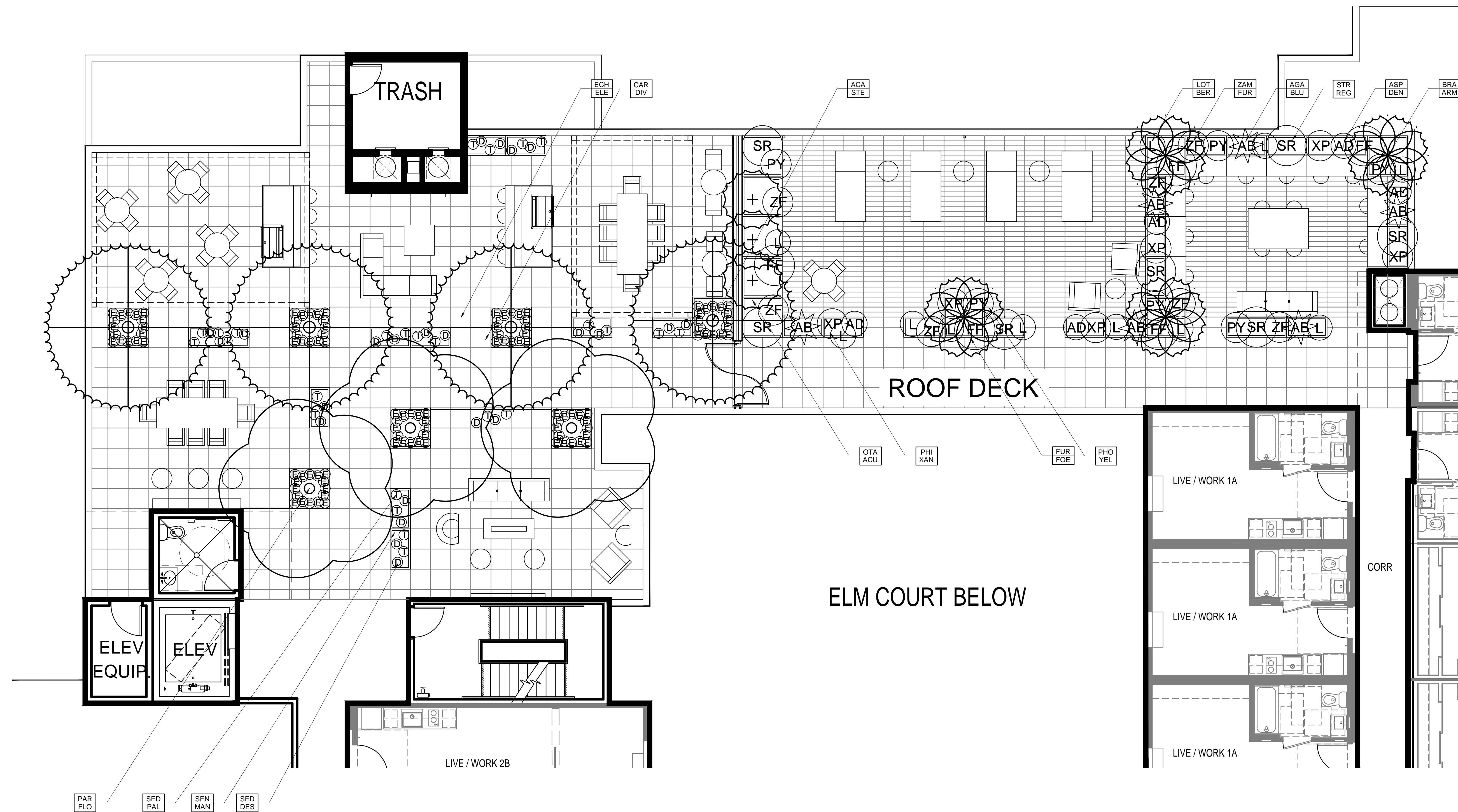


PROJECT NO.	18015
PLOT DATE	27.09.19
SCALE	AS SHOWN

SHEET TITLE
**PLANTING PLAN
LEVEL 2 (GROUND)**

SHEET NO.

L 8.0
AGENCY APPROVAL



PLANTING PLAN: ROOF LEVEL
SCALE: 3/16" = 1'-0"

PLANT SCHEDULE LEVEL 6

TREES

KEY	SYM	BOTANICAL NAME	COMMON NAME	QTY	SIZE	MATURE H X W	AT PLANTING H X W	SUN	WATER	SPACING
ACA	STE	ACACIA STENOPHYLLA	SHOE-STRING ACACIA	4	24" BOX STD	25' x 15'	-	SUN	LOW	PER PLAN
BRI	ARM	BRAHEA ARMATA	MEXICAN BLUE PALM	5	24" BOX STD	25' x 18"	-	SUN	LOW	PER PLAN
OTA	ACU	OTATEA ACUMINATA AZTECORA	MEXICAN WEEPING BAMBOO	3	24" BOX STD	15' x CLUMPING	-	SUN	MEDIUM	PER PLAN
PAL	FLC	PARKINSONIA FLORIDA	PALM VERDE	3	24" BOX STD	25' x 25'	-	SUN	VERY LOW	PER PLAN

SHRUBS

KEY	SYM	BOTANICAL NAME	COMMON NAME	QTY	SIZE	MATURE H X W	AT PLANTING H X W	SUN	WATER	SPACING
AGA		AGAVE BLUE FLAME	VAREGATED BLUE FLAME	6	5 GAL	4' x 3'	-	SUN	LOW	PER PLAN
ASP	(MD)	ASPARAGUS DENSIFLORUS MYERS'	FOXTAIL FERN	5	1 GAL	3' x 2'	-	SUN/SHADE	MEDIUM	PER PLAN
FUR	FF	FURCAREA FOETIDA	MAURITIUS HEMP	5	5 GAL	3' x 3'	-	SUN/SHADE	LOW	PER PLAN
PHI	(XP)	PHILODENDRON XANADU	XANADU PHILODENDRON	6	5 GAL	3' x 4'	-	SUN/SHADE	MEDIUM	PER PLAN
PHY	(PY)	PHORIUM YELLOW WAVE	YELLOW WAVE NEW ZEALAND FLAX	6	5 GAL	4' x 4'	-	SUN/SHADE	LOW	PER PLAN
STR	REL	STRELITZIA REGINAE	BIRD OF PARADISE	7	5 GAL	6' x 6'	-	SUN	MEDIUM	PER PLAN
ZAM	FUR	ZAMIA FURFURACEA	CARDBOARD PALM	7	5 GAL	4' x 4'	-	SUN/SHADE	MEDIUM	PER PLAN

GROUNDCOVER

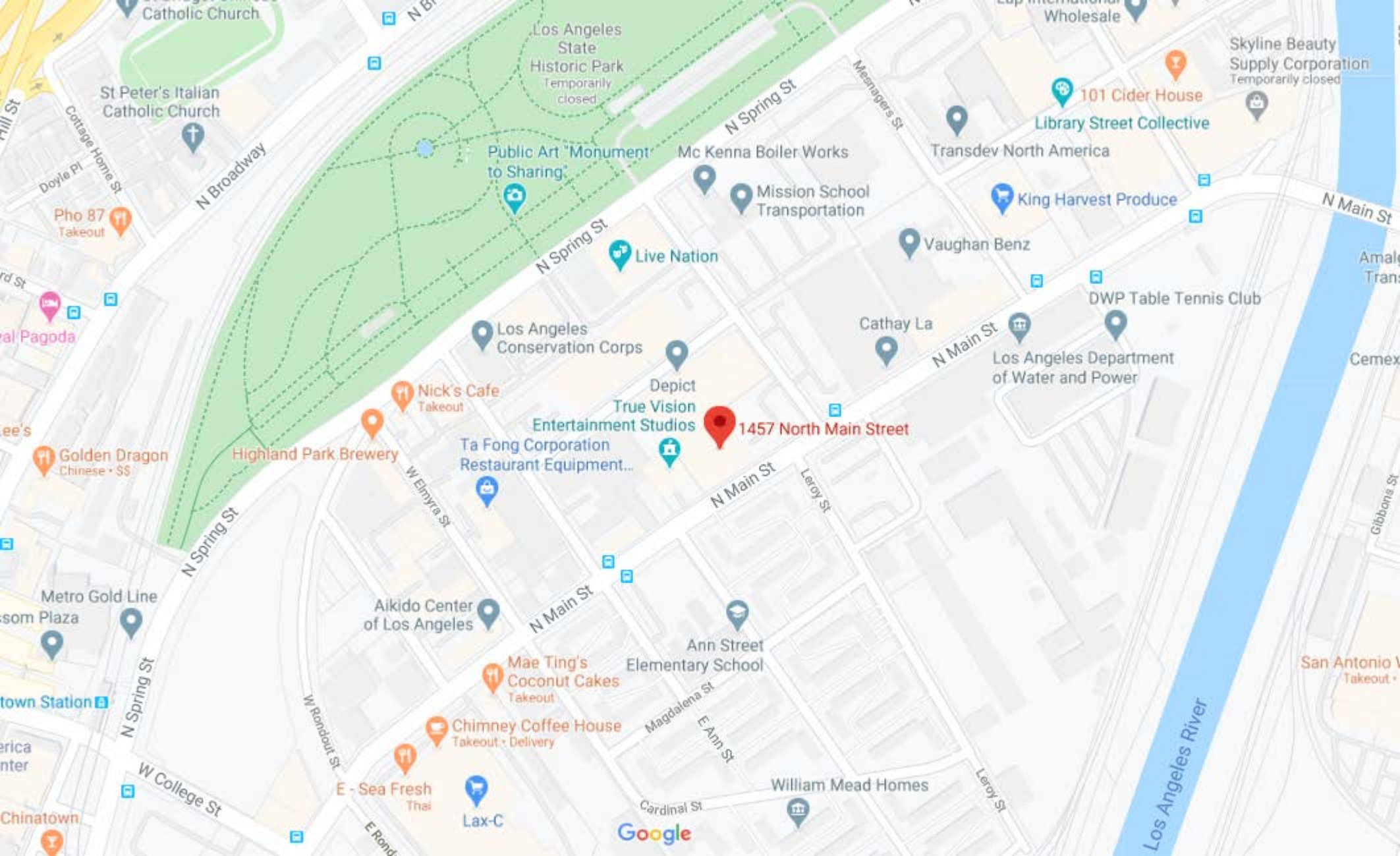
KEY	SYM	BOTANICAL NAME	COMMON NAME	QTY	SIZE	MATURE H X W	AT PLANTING H X W	SUN	WATER	SPACING
ECH ELE	⊙	Echeveria elegans	MEXICAN SNOWBALL	112	4" FLAT	6" x 1"	-	SUN	LOW	PER PLAN
LOT BER	Ⓐ	Lotus bertheloti	PARROT'S BEAK	11	1 GAL	1' x 3"	-	SUN	MEDIUM	PER PLAN
SED DES	⊙	Sedum 'Desert Red'	Desert Red Stonecrop	23	FLAT	8" x 1"	-	SUN	LOW	6" O.C.
SED PAL	⊙	Sedum pallidum var. bithynicum	Turkish Stonecrop	25	FLAT	3" x 1"	-	SUN	LOW	6" O.C.
SEN MAN	⊙	Senecio mandraliscae	Narrow-leaf Chalksticks	46	FLAT	1' x 2"	-	SUN	LOW	6" O.C.

Exhibit B - Maps

Vicinity Map

General Plan Land Use Map

CASP Zoning Map



Catholic Church

St Peter's Italian Catholic Church

Los Angeles State Historic Park
Temporarily closed

Public Art "Monument to Sharing"

Mc Kenna Boiler Works

Mission School Transportation

101 Cider House
Library Street Collective

Skyline Beauty Supply Corporation
Temporarily closed

Transdev North America

King Harvest Produce

Vaughan Benz

DWP Table Tennis Club

Cathay La

Los Angeles Department of Water and Power

Los Angeles Conservation Corps

Depict True Vision
Entertainment Studios

1457 North Main Street

Ta Fong Corporation Restaurant Equipment...

Nick's Cafe Takeout

Highland Park Brewery

Golden Dragon Chinese • \$\$

Metro Gold Line

Sam Plaza

Aikido Center of Los Angeles

Mae Ting's Coconut Cakes Takeout

Chimney Coffee House Takeout • Delivery

E - Sea Fresh Thai

Lax-C

Ann Street Elementary School

William Mead Homes

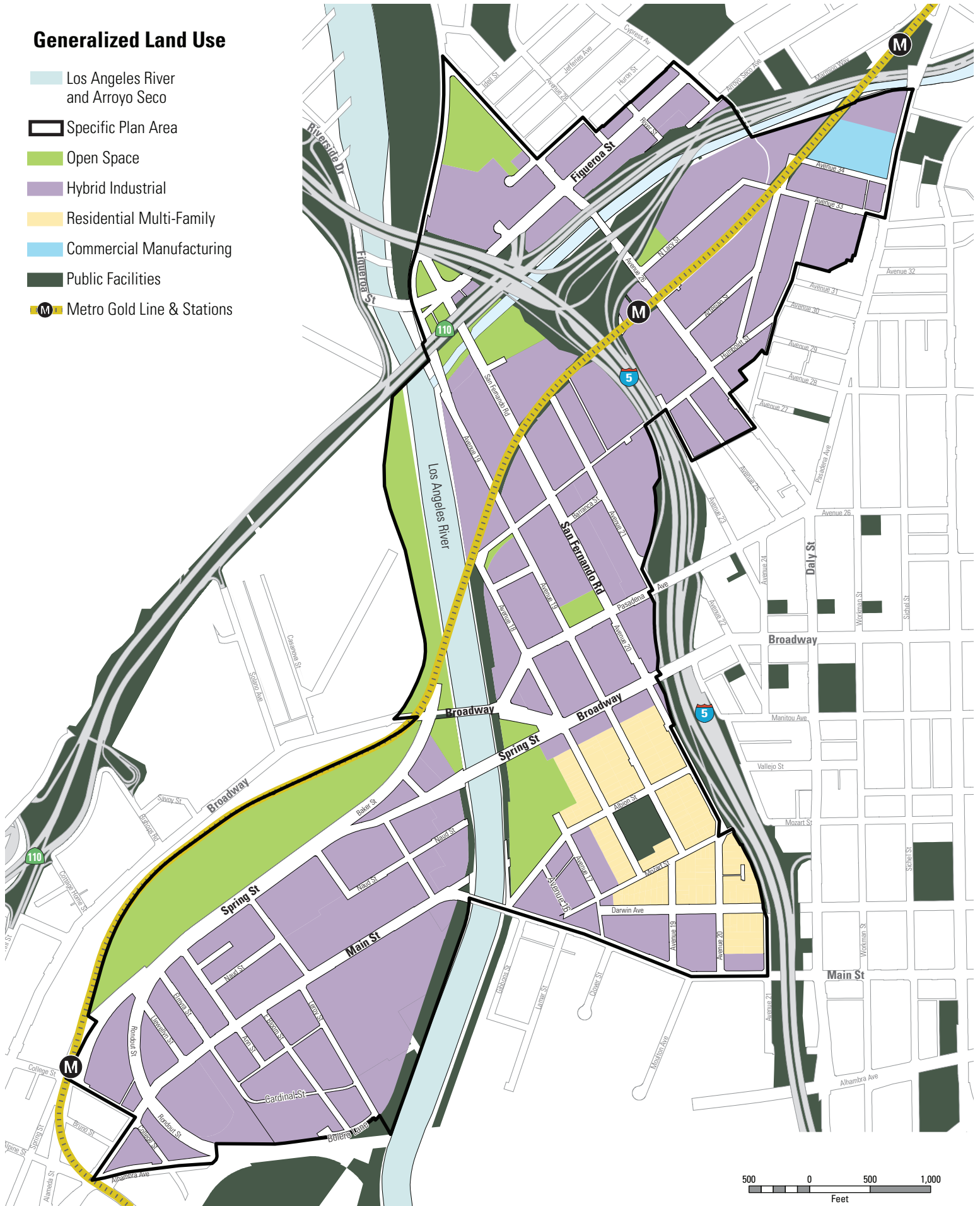
San Antonio V Takeout •

Google



Generalized Land Use

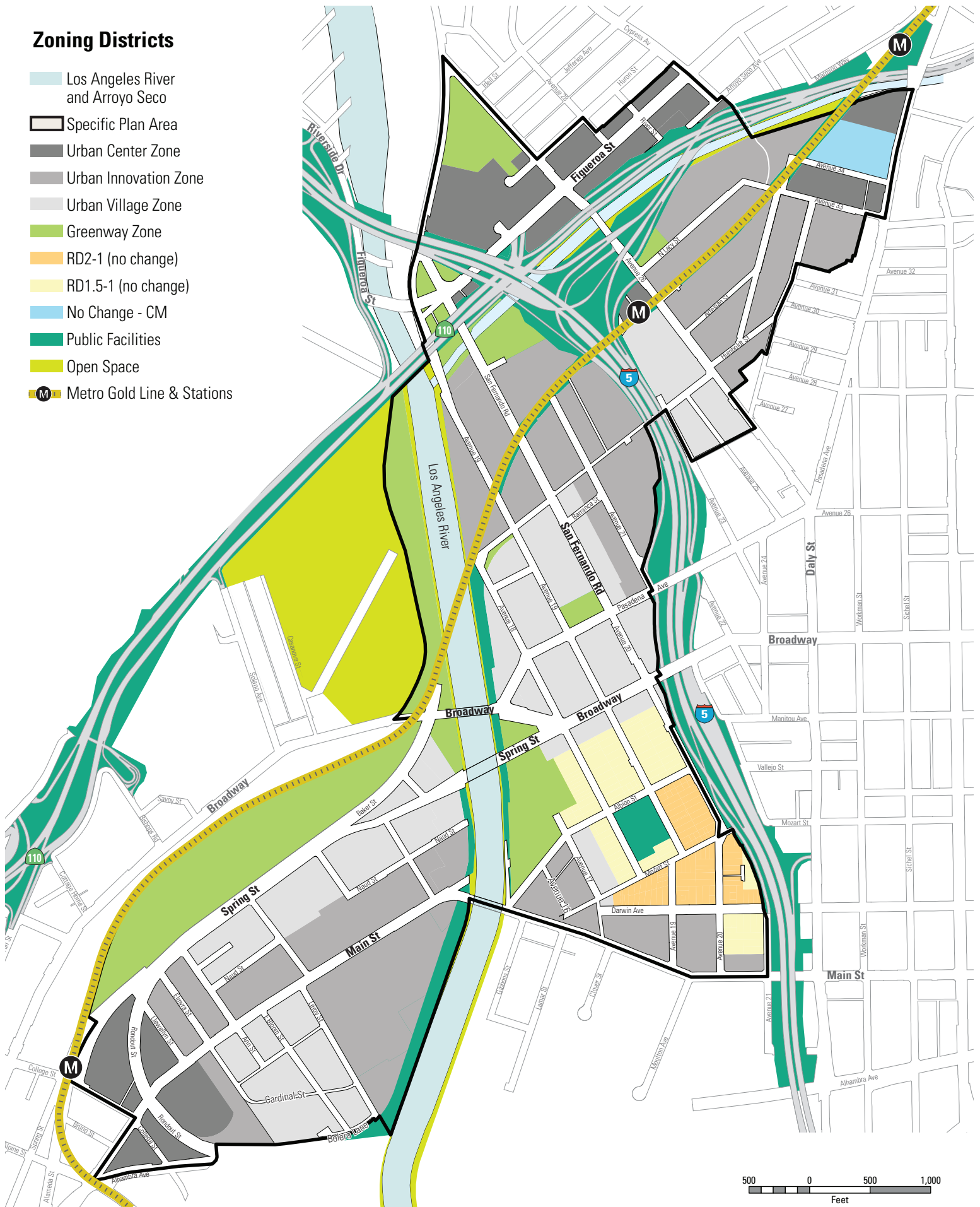
-  Los Angeles River and Arroyo Seco
-  Specific Plan Area
-  Open Space
-  Hybrid Industrial
-  Residential Multi-Family
-  Commercial Manufacturing
-  Public Facilities
-  Metro Gold Line & Stations



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Prepared by Los Angeles Department of City Planning
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Zoning Districts



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Prepared by Los Angeles Department of City Planning
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Exhibit C – Addendum to ENV-2009-599-EIR

March 26, 2020

FINAL ENVIRONMENTAL IMPACT REPORT ADDENDUM

Cornfield Arroyo Seco Specific Plan

Environmental Case Number: ENV-2009-599-EIR-ADD1
State Clearinghouse Number: 2009031002

Planning Case Number:
APCC-2019-6492-SPE

Project Location:
1457 N. Main Street

Prepared By:

Los Angeles Department of City
Planning Central Project Planning
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Los Angeles, CA 90012
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1. INTRODUCTION

1.1. Overview

On June 28, 2013, the Los Angeles City Council adopted the Cornfield Arroyo Seco Specific Plan (“CASP”) and certified its Final Environmental Impact Report (SCH No. 2009031002) (“FEIR”). The CASP involved substantial revisions to portions of the Central City North and Northeast Los Angeles Community Plan areas, including new mixed-use zoning districts that expanded the range and intensities of permitted uses. The FEIR identified the possible environmental impacts associated with implementing the CASP through 2035. As a program-level document, the FEIR also analyzed any potential environmental impacts of projects that comply with the CASP pursuant to the California Environmental Quality Act (“CEQA”), thereby allowing for ministerial review of future projects implementing the CASP.

The proposed project (Case No. APCC-2019-6492-SPE) (“Project”), which is the subject of this FEIR Addendum (“Addendum”), involves the demolition of an existing, two-story food processing facility building and the construction of a six-story mixed-use development with 244 live-work units, approximately 9,829 square feet of additional commercial space, approximately 123,363 square feet of total floor area, 13,736 square feet of open space, 19 vehicular parking spaces (nine automobile and 10 motorcycle), and 150 bicycle parking spaces. The Project has a maximum height of 86.6 feet with a Floor Area Ratio (“FAR”) of approximately 2.19:1 on a 56,454-square foot site (54,103 net square feet after street dedications) located within the boundaries of the CASP.

The Project site is within the Urban Innovation (“UI”) zoning district, which is unique to the CASP. The UI zoning district permits a base FAR of 3.0 to 1 and limits multi-family residential uses to 15% of the proposed floor area of a project before the application of any Floor Area Bonus permitted under the CASP (CASP Chapter 2.1 E, “Limits Table”).

The Project proposes 50,546 square feet of residential floor area, amounting to approximately 41% of the total floor area of the Project. Thus, the applicant is requesting a Specific Plan Exception to permit 41% residential floor area in lieu of the 15% permitted under the UI zone of the CASP. Note that under the CASP, only the “live” portion of the residential live-work units counts as residential floor area (Footnoted d. of the CASP Chapter 2.1 E, “Limits Table”). The “work” portion of the residential live-work units (33,697 sf), along with building common and service areas and the proposed 9,829 sf of community serving commercial uses, counts as nonresidential floor area.

All other aspects of the Project, including total building FAR, urban design, open space, conservation, and performance standards, will fully comply with the CASP.

As discussed in the following analysis of this Addendum, no new significant environmental impacts or more significant impacts than those previously disclosed in the previously certified EIR would result from the Specific Plan Exception to permit the Project to have a greater relative share of residential floor area than would otherwise be allowed in the Urban Innovation zone. The Project’s *overall* development intensity on the site is well below the maximum allowed on the site, which was anticipated in the FEIR. As such, the scope of the Project and its impacts have already been analyzed and disclosed in the certified FEIR for the CASP, which contemplated a denser and more intensive development project than the Project.

Pursuant to CEQA Guidelines Sections 15162 and 15164, an Addendum to a previously certified Environmental Impact Report (EIR) is permitted for projects where there are no substantial changes in the project or in circumstances surrounding the project, and where the project would not have no new significant impacts or more severe impacts than those previously disclosed in the previously certified EIR. This Addendum provides the substantial evidence required by CEQA Guidelines Section 15164 to support the finding that the Project will not result in additional significant impacts and that a Subsequent EIR is not required.

1.2. Purpose of EIR Addendum

This document is an Addendum to the certified FEIR for the CASP and has been prepared to fulfill the requirements of CEQA. Specifically, Section 15164 of the CEQA Guidelines states:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

According to CEQA Guidelines Section 15162, once an EIR has been certified, a lead agency need not prepare a Subsequent EIR unless, on the basis of substantial evidence in light of the whole record, one or more of the following conditions occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be

- feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As detailed in this Addendum, the proposed Project would not fulfill any of the conditions outlined in CEQA Guidelines Section 15162. This Addendum provides the substantial evidence required by CEQA Guidelines Section 15164 to support the finding that a Subsequent EIR is not required and that an Addendum to the certified FEIR is the appropriate environmental document. The Project would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

1.3. Certified Final EIR

The Notice of Preparation (“NOP”) for the Cornfield Arroyo Seco Specific Plan EIR (SCH No. 2009031002) was received and circulated by the State Clearinghouse on March 3, 2009 through March 30, 2009. Due to a change in the Project Description that contemplated the development of a Redevelopment Project Area for the Plan area, a second NOP was prepared and circulated November 3, 2010 through December 15, 2010.

The Original Draft EIR (“DEIR”) was prepared and circulated for a period of 60 days, beginning on September 22, 2011, and ending on November 21, 2011. In response to comments received during the public comment period for the DEIR, the Lead Agency prepared and circulated, for a period of 45 days, a Recirculated Portions DEIR (“RP-DEIR”) that replaced several portions of the Original DEIR. The comment period for the RP-DEIR began on May 31, 2012 and ended on July 16, 2012. The Final EIR, which responded to all of the comments received on the RP-DEIR, was prepared in August 2012. The Los Angeles City Council certified the Final EIR and adopted the Statement of Overriding Considerations for the Plan on June 28, 2013.

The certified EIR disclosed that implementation of the adopted Specific Plan would result in significant and unavoidable impacts associated with regard to **transportation, air quality, noise and vibration**. Other issues addressed in the EIR include biology, cultural resources, earth resources, energy and greenhouse gas emissions, geology, hazards and hazardous materials, hydrology, land use and planning, population and housing, public services and recreation facilities, utilities, and visual resources. However, all of these impacts were determined to be reduced to less-than-significant levels with implementation of mitigation measures.

2. PROJECT DESCRIPTION

2.1. Project Location

The Project site is located at 1457 N. Main Street (1435-1465 N. Main Street, 114-116 W. Sotello Street), Los Angeles, CA 90012, within the Central City North Community Plan Area. The property is comprised of a single legal parcel forming a 56,454-square foot site (54,103 net square feet after street dedications), bounded by North Main Street to the south; Sotello Street to the east; and production and light industrial uses

to the north and west. The site is located approximately 0.25 miles from the Los Angeles River to the southeast and 0.4 miles from the Arroyo Seco Parkway to the northwest.

The Project site is located within the Urban Innovation (UI) zoning district of the CASP. The site has a General Plan Land Use Designation of Hybrid Industrial. The property is developed with a two-story building occupied by a food processing facility that contains 25,709 square feet of floor area and surface parking.

There are no residential units on the site. Adjacent properties are zoned UI or Urban Village (UV) and developed with a mix of production, light industrial, and residential uses, including the following:

- To the north: light industrial uses and music rehearsal studios
- To the south, across North Main Street: multi-family residential uses and an auto repair shop
- To the east, across Sotello Street: wholesale food and kitchen supplies distributor
- To the west: film production rental facility with rooftop open space area

2.2. Adopted Specific Plan

The Cornfield Arroyo Seco Specific Plan guides the development of a 660-acre area approximately two miles north of downtown Los Angeles that abuts the communities of Chinatown, Solano Canyon, Lincoln Heights, and Cypress Park. Adopted in 2013, the CASP includes the following changes:

- Designation of new mixed-use zoning districts and the identification of the types and intensities of uses permitted within these districts, as well as building height, massing, and façade standards
- Establishment of permitted floor area ratios (FARs)
- Establishment of Bonus and Transfer of Floor Area Programs
- Designation of new open spaces and parks, and the establishment of open space requirements for new developments
- Establishment of circulation and parking standards
- Modification of street standards and street designation changes
- Establishment of resource conservation standards

The CASP's mixed-use zoning districts are comprised of the following:

- Urban Village (UV): A compact, mixed-use, and transit-oriented community that will accommodate residential and employment uses along with supportive community services such as parks, corner stores, and other retail. Hotels are allowed.
- Urban Innovation (UI): A flex production area that will allow for employment activities in close proximity to transit service and existing communities. Hotels are allowed, along with a limited amount of multi-family residential uses.
- Urban Center (UC): Districts that capitalize upon the area's proximity to fixed-rail and diverse land uses by providing an intense blend of commercial, light industrial, and institutional opportunities combined with active ground-floor commercial and retail area. Hotels are allowed, along with a limited amount of multi-family residential uses.
- Greenway (GW): River-adjacent and park land areas that place an emphasis on balancing native habitat and watershed restoration with public access.

The Project site is located within the UI Zone with a by-right Base FAR of 3:1 and a Maximum FAR of up to 4:1 via bonus floor area incentives, which may be obtained by providing affordable housing and community benefits (including publicly accessible open space, community facilities, and/or public passageways). If Affordable Housing Bonus Strategy B were to be used, as discussed later in this Addendum, the Project site would be eligible for a maximum FAR of up to 3.45:1.

The UI Zone allows 15% of a project's floor area to be residential (before incentives). The CASP does not limit the number of residential dwelling units allowed. Table 2-1 provides a summary of the zoning regulations for the UI Zone:

Table 2-1: CASP Zoning Regulations for Project Site

	Urban Innovation (UI) Zone
Base FAR (by-right)	3:1
Maximum FAR	4:1
<i>Affordable Housing Bonus Strategy B</i>	<i>3.45:1</i>
Maximum Residential	15% ^a
^a May be exceeded through incentives (e.g., <i>Affordable Housing Bonus</i>). Source: <i>Cornfield Arroyo Seco Specific Plan, Pages 2-8 to 2-13</i>	

Aside from FAR, the CASP requires a 35-foot minimum building height on the Project site. It does not regulate the maximum height of a building; however, the average height of all structures on the Project site may not exceed 90 feet. The CASP requires one square foot of open space for every 16 square feet of residential space, and one square foot of open space for every 48 square feet of non-residential space. The maximum buildable lot coverage is 85 percent of site area.

No automobile parking spaces are required by the CASP, and any parking spaces that are provided must be concealed from the street. Short-term and long-term bicycle parking is required consistent with the Bicycle Parking Ordinance in the Los Angeles Municipal Code (LAMC).

2.3. Proposed Project

The Project involves the demolition of an existing structure and the construction, use, and maintenance of a 123,363-square foot, six-story mixed-use building with up to 244 live-work units and approximately 9,829 square feet of additional commercial space. The Project has a maximum height of 86.6 feet, with an average height of 60.8 feet and a FAR of 2.19:1 on a 56,454-square foot site (54,103 net square feet after street dedications). Table 2-2 provides a summary of building area by use:

Table 2-2: Proposed Project Area by Use

Use	Area (sf)	Percentage
Live-Work – Residential <i>(Extremely Low Income)</i>	50,546 <i>(1,780)</i>	41.0%
Live-Work – Work Area ^a	33,697	27.3%
Common Floor Area	27,420	22.2%
Building Service	1,871	1.5%
Commercial	9,829	8.0%
Total	123,363	100.0%
^a The CASP excludes the “work” portion of live-work units when calculating residential floor area. Source: <i>The Architects Collective, October 1, 2019</i>		

The Project provides 19 vehicular parking spaces (nine automobile and 10 motorcycle). The ground level of the Project is defined by an open air courtyard and passage (front courtyard) with pedestrian street access from Main Street flanked on the east side by café and restaurant spaces located at the corner of Main and Sotello, with the building ground floor lobby, and art gallery and maker space on the west side. The remaining portions of the ground floor proposes 28 live-work units, an outdoor resident courtyard (rear courtyard), bicycle parking storage, a vehicular driveway and circular drop off area accessed from Sotello Street, and nine vehicular parking spaces. The second through sixth levels contain the remaining 216 live-work units, with 55 on the second level, 51 units on the third level, 51 units on the fourth level, 48 units on the fifth level, and 11 units on the partial sixth level, which also includes a 4,491 square foot roof deck.

A total of 13,736 square feet of open space is proposed, including a front courtyard, a rear courtyard, and a roof deck. The Project is consistent with the CASP's open space regulations, including the requirement that one square foot of open space for every 16 square feet of residential area, and one square foot of open space for every 48 square feet of non-residential area, is provided. The Project complies with the CASP's buildable lot coverage rule allowing no greater than 85 percent lot coverage. A total of 150 bicycle parking spaces are proposed consistent with the Bicycle Parking Ordinance in the LAMC. The Project will comply with all building form, urban design, open space and landscaping, parking design, conservation, and performance standards of the CASP.

As noted, the Project site is located in the UI zoning district, which limits residential multi-family uses to 15% of the applicable floor area ratio (FAR) of the Proposed Project. Accordingly, the applicant is seeking a Specific Plan Exception to permit approximately 41% of the floor area of the proposed Project to be developed with residential floor area.

The requested Specific Plan Exception would result in a greater percentage of residential floor area on the Project site than would otherwise be permitted, given the proposed total floor area of the Project. However, allowing a greater percentage of multi-family residential floor area via the proposed live-work units would still facilitate the development of a significant amount of commercial floor area at the Project site, while not exceeding the overall development limit for residential floor area using an affordable housing floor area bonus, as was contemplated in the FEIR.

Under the Affordable Housing Bonus Option, Strategy B as set forth in CASP Chapter 2.1 G.1., if an applicant agrees to set aside a portion of the residential units in a project for affordable housing, then for each square foot of affordable housing constructed, the applicant will be granted the right to construct additional residential floor area above the base FAR for the project: for Extremely-Low Income units (i.e., units set aside for households earning 30% of AMI or less), each square foot of additional affordable space equates to a bonus of 18 square feet of additional market-rate space. With respect to the Project Site, the maximum FAR that can be achieved using Strategy B is 3.45 to 1, with the residential portion subject to a 0.90 to 1 FAR.

Here, the proposed Project would develop 123,363 square feet of floor area, for a FAR of 2.19 to 1. If the CASP provisions were strictly applied, the maximum permitted residential floor area ratio would therefore be approximately 0.33 to 1, or approximately 18,505 square feet of residential floor area. Although the proposed Project is not eligible to pursue Strategy B, the applicant nevertheless proposes to voluntarily develop up to 1,780 square feet of Extremely-Low Income residential floor area, which, if Strategy B were pursued, would (at the 18-to-1 ratio specified above) equate to a market-rate floor area bonus of 32,041

square feet, or equivalent to the amount of additional residential floor area being requested through this Specific Plan Exception.¹

Consistent with the CASP definition of “Live-Work Unit” (CASP Chapter 1.1 C.), which provides that the work area of a live-work unit may not exceed 40% of the floor area allocated to the unit, the proposed live-work units would include up to 50,546 square feet of “live” space and up to 33,697 square feet of “work” space. Therefore, the Proposed Project’s total residential FAR (= 50,546 / 56,454) would not exceed 0.90 to 1, and would equal the bonus residential floor area that would be permitted if the applicant were pursuing Strategy B.

Table 2-3 summarizes the maximum floor area and maximum *residential* floor area allowed on the Project site if the applicant were pursuing Strategy B, and the actual proposed floor area of the Project.

Table 2-3: Maximum Floor Area Allowed and Proposed on the Project Site

Use	Allowed on Project Site (utilizing <i>Affordable Housing Bonus Strategy B</i>)	Proposed Project
Site Area (sf)	56,454	56,454
Maximum Floor Area (sf) ^a	194,766	123,363
Maximum Residential Floor Area (sf) ^b	50,809	50,546
Floor Area Ratio (FAR)	3.45:1	2.19:1
^a Maximum Floor Area is Site Area multiplied by Maximum FAR using Strategy B (3.45:1). ^b Inclusive of the “work” area in live-work units. Maximum Residential Floor Area in the UI Zone outside of the River Buffer Area, utilizing Affordable Housing Bonus Option Strategy B and live-work units, is Site Area multiplied by 0.9:1.		
Source: Cornfield Arroyo Seco Specific Plan, Page 2-14; The Architects Collective, October 1, 2019		

As illustrated in Table 2-3, the proposed Project is considerably below the maximum floor area, residential floor area, and FAR allowed by the Specific Plan utilizing Strategy B that was analyzed under the CASP FEIR. Whereas the CASP allows for up to 194,766 square feet of floor area on the 56,454 square-foot site (using Strategy B), the Project would have 123,363 square feet of floor area (63% of the maximum allowed). Whereas the CASP allows for 50,809 square feet of *residential* floor area on the property (assuming Strategy B were pursued in full, and inclusive of the area contained within live/work units), the Project would have 50,546 square feet of residential floor area. The Project’s FAR of 2.19:1 is considerably lower than the Maximum FAR of 3.45:1 allowed by the approved Specific Plan on the Project site using Strategy B that was previously analyzed in the CASP FEIR.

All other aspects of the Project, including building form and height, urban design, open space, parking, conservation, and performance standards, is anticipated to fully comply with the Specific Plan. Plans and illustrations depicting the Project are available in the case file.

¹ The CASP’s Affordable Housing Bonus Option is only available to projects seeking additional FAR beyond the Base FAR of 3:1. In this instance, the Project would develop 123,363 square feet of floor area, for a FAR of 2.19 to 1, and is therefore ineligible for the Affordable Housing Bonus Option.

3. IMPACT ANALYSIS

Section 15164 of the CEQA Guidelines states the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 that call for preparation of a subsequent EIR (i.e., new significant environmental effects or a substantial increase in the severity of previously identified significant effects) have occurred. This section analyzes whether the averaging of permitted residential floor area on the Project Site would result in new significant impacts, or a substantial increase in the severity of impacts, compared to what was analyzed in the certified FEIR.

3.1. Previously Identified Less Than Significant Impacts

The FEIR found that implementation of the CASP would result in less than significant impacts to the following categories:

- Biology
- Cultural Resources
- Earth Resources
- Energy and Greenhouse Gas Emissions
- Geology
- Hazards and Hazardous Materials
- Hydrology
- Land Use and Planning
- Population and Housing
- Public Services and Recreation Facilities
- Utilities
- Visual Resources

The proposed Project would not result in new significant environmental impacts to the above categories because all significant features of the Project, including building scale, development intensity, overall uses, design, and trips generated (see Section 3.2.1) are anticipated to be wholly consistent with the limits under the Specific Plan as analyzed in the FEIR. The requested Specific Plan Exception to permit a greater percentage of residential floor area than would otherwise be permitted in the UI zone pertains solely to the relative allocation of uses within the building—and does not affect the Project’s location, construction activities involved (including demolition/site clearing, earth disturbance, vertical building construction, and architectural coatings), building occupancy (including the total number of permitted live-work units), landscaping, and compliance with regulatory measures, such as the Los Angeles Green Building Code, in each case, compared to what is permitted under the Specific Plan analyzed by the FEIR. Furthermore, the Project is subject to all applicable Mitigation Measures of the CASP.

The Project is consistent with the anticipated buildout of the CASP as analyzed in the FEIR. The FEIR assumed that population would grow in the 660-acre Specific Plan area from 4,802 residents in 2003 to 31,855 residents by 2035. Table 3-1 summarizes the program assumptions used for the FEIR, which are based on the development intensity and uses allowed in the CASP:

Table 3-1: CASP FEIR Program Assumptions

	Proposed Alternative (2035) ^a	No Project Alternative (2035)	Current (2003)
Population	31,855	5,512	4,802
Jobs	10,546	7,940	6,791
Dwelling Units	8,776	1,635	1,266
Residential (square feet)	10,844,830	2,020,544	1,683,787
Retail (square feet)	508,425	312,961	297,173
Commercial/Office (square feet)	1,702,147	229,193	170,127
Light Industrial/R&D (square feet)	6,571,654	2,076,341	123,800
Institutional Uses (square feet)	200,000	136,180	123,800
Parks and Open Space (acres)	69	46	17
^a The "Proposed Alternative" is the actual Specific Plan that was analyzed in the FEIR and ultimately adopted.			
Source: Cornfield Arroyo Seco Specific Plan Draft EIR (September 2011). https://planning.lacity.org/eir/CornfieldArroyo/DEIR/Volume%20I/Ch02_CASP%20DEIR%20Project%20Description.pdf			

The proposed Project involves the demolition of a two-story building occupied by a food processing facility and the construction, use, and maintenance of a 123,363 square-foot, six-story, mixed-use building with up to 244 live-work units and approximately 9,892 square feet of additional commercial space. The Project would be one of the earliest projects to add dwelling units and guest rooms pursuant to the CASP, as there have not been any new residential uses completed in the Specific Plan area since its adoption in 2013. The addition of 244 live-work units is consistent with the anticipated buildout of the CASP as analyzed in the FEIR, which assumed the increase of 7,510 dwelling units and 1,532,020 square feet of commercial floor area to the Specific Plan area from 2003 to 2035.

The overall development intensity and uses of the Project are consistent with the Specific Plan analyzed in the certified FEIR. As illustrated in Table 2-3, the proposed Project is considerably below the maximum floor area and FAR allowed by the Specific Plan under Affordable Housing Bonus Strategy B. Whereas the CASP allows for up to 194,766 square feet of floor area on the 56,454 square-foot site using Strategy B, the Project would provide the requisite amount of Extremely-Low Income residential floor area but have only 123,363 square feet of floor area (63% of the maximum allowed). Whereas the CASP allows for 50,809 square feet of *residential* floor area on the property (utilizing Strategy B and inclusive of the area contained within live/work units), the Project would have 50,546 square feet of residential floor area. The Project's FAR of 2.19:1 is considerably lower than the Maximum FAR of 3.45:1 allowed by the Specific Plan on the Project site using Strategy B. As the scale of the Project is considerably smaller than that allowed by the Specific Plan in total, the Project's uses and intensity were all contemplated and analyzed in the certified FEIR.

As noted, the requested Specific Plan Exception to permit a greater percentage of residential floor area than would otherwise be permitted in the UI zone pertains solely to the relative share of residential and non-residential uses within the building and not the overall development intensity of the Project. Furthermore, the Project is anticipated to comply with all regulations in the CASP that relate to the physical form of the building, including height, massing, setbacks, lot coverage, and open space. The building scale, development intensity, trips generated (see Section 3.2.1), overall uses, and therefore impacts of the proposed unified Project would be no different from a project that expressly utilized Strategy B to the fullest

extent permitted on the Project site. No other deviations from the Specific Plan are requested. The Project is anticipated to comply with all other applicable regulations and Mitigation Measures in the CASP, pertaining to Biology, Cultural Resources, Earth Resources, Geology, Hazards and Hazardous Materials, Hydrology, Land Use and Planning, Population and Housing, Public Services and Recreation Facilities, Utilities, and Visual Resources. With respect to Hazards and Hazardous Materials, in particular, the Project would redevelop an existing industrial site into a mixed-use project that includes residential uses. Compliance with the CASP Mitigation Measures, including Mitigation Measures 10.4 (Contaminated Soil or Groundwater) and 10.5 (Existing Toxic/Hazardous Construction Materials), would ensure that the Project would not significantly increase the Hazards and Hazardous Materials impacts identified in the FEIR. As such, the proposed Project would not result in new significant environmental effects in the above impact categories compared to what was identified in the FEIR.

3.2. Previously Identified Significant Impacts

The FEIR found that implementation of the CASP would result in significant impacts to the following categories:

- Transportation
- Air Quality
- Noise and Vibration

3.2.1 Transportation

The FEIR analyzed the potential transportation impacts of the full build-out of the CASP by 2035 and proposed mitigation measures to reduce the significance of each impact. The FEIR found that the new land uses and the resulting roadway capacity changes that would occur with implementation of the CASP would cause significant changes at nine of the 43 study area intersections in the cumulative 2035 condition, including six signalized study intersections outside the Plan area. While it was determined that those impacts would be significant and unavoidable, transportation demand management (TDM) strategies were nonetheless included as Mitigation Measures to reduce the transportation impacts of implementing the CASP.

The requested Specific Plan Exception to permit a greater percentage of residential floor area than would otherwise be permitted in the UI zone pertains solely to the relative share of residential and non-residential uses within the building and not to the overall development intensity of the Project. As such, the Project would not result in a substantial increase in the severity of previously identified significant effects to transportation.

With respect to vehicular ingress/egress, the Project's vehicular parking spaces are accessed from a vehicular driveway and circular drop off area accessed from Sotello Street. The requested Specific Plan Exception would not affect the design of the shared parking area or vehicular access to the Project, which would comply with the standards of the CASP.

Further, the Los Angeles Department of Transportation (LADOT) has reviewed the transportation analysis for the Project, prepared by Gibson Transportation Consulting, Inc. (GTC), dated February 6, 2020, and attached hereto as Attachment A (the "Transportation Analysis"). GTC prepared an evaluation of the potential vehicle miles traveled (VMT) impacts for the Project. The City recently adopted the TAG, which

establishes the guidelines and methodology for assessing transportation impacts for development projects based on the updated CEQA guidelines from the State of California (State) Governor's Office of Planning and Research (OPR) in its implementation of State Senate Bill 743 (Steinberg, 2013) (SB 743). SB 743 requires that a project's potential CEQA transportation impacts be evaluated based on VMT rather than the former level of service (LOS) requirement.

The VMT metric is intended to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. This encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options in proximity to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips. As of July 1, 2020, LOS based metrics to evaluate automobile congestion will no longer be considered valid methodologies for analyzing traffic impacts under CEQA.

The LADOT Transportation Assessment Guidelines (TAG) identifies a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6 for the Central Area Planning Commission, in which the Project is located. After accounting for the transportation demand management (TDM) program the Project is required to incorporate in order to comply with the CASP (including reduced parking supply, unbundled parking, and provision of bicycle parking), GTC found that the Project would result in 6,149 total daily VMT, or 5.6 household VMT per capita and zero work VMT per employee. Therefore, based on the guidelines and methodologies outlined in the TAG, the Transportation Analysis concluded that the Project would not result in a significant VMT impact. In a letter dated March 18, 2020, LADOT concurs with the conclusion of the VMT analysis (letter attached to the case file).

Therefore, the Project does not result in any new significant impacts to Transportation and Traffic or substantial increase in the severity of previously identified significant effects to Transportation and Traffic as compared to what was identified in the FEIR. The Project would continue to be required to comply with Mitigation Measure 4.1 (Transportation Demand Management Strategies) to reduce Transportation and Traffic impacts. The Statement of Overriding Considerations adopted by the City Council on June 28, 2013 would continue to apply to the proposed Project.

For informational purposes, GTC also conducted a trip generation analysis of the Project, as part of the Transportation Analysis. GTC compared the trip generation of the proposed Project with two hypothetical CASP-compliant projects that would provide a sufficient amount of non-residential floor area to permit the total amount of residential floor area proposed for the Project, assuming Strategy B were utilized in full.

The Transportation Analysis indicated that the Project would generate approximately 67 net new a.m. peak hour trips and 90 net new p.m. peak hour trips. The analysis indicated that the Project's trip generation is below that of the two hypothetical projects that fully comply with CASP. Below (Table 3-2) is a comparison of the potential site-generated traffic for the proposed Project and two projects providing the amount of non-residential floor area necessary to comply with the CASP requirements in the UI zone. The proposed Project would generate far fewer vehicle trips than would a CASP-compliant project.

Table 3-2: Comparison of Project Trip Generation

PEAK HOUR TRIP GENERATION ESTIMATES	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Project [a]	20	47	67	53	37	90
CASP Compliant Project - Corporate Headquarters [b]	54	50	104	54	67	121
CASP Compliant Project - University/College [b]	63	60	123	73	77	150

Notes:

[a] The proposed Project is less intensive than the CASP compliant projects in terms of trip generation as the number of trips would be less.

[b] To comply with the CASP using Floor Area Bonus Strategy B, the Project would require a total FAR of approximately 3.45:1, or 194,766 sf, including 144,220 sf of nonresidential floor area. The Project includes only 123,363 sf of floor area (including 72,817 sf of nonresidential floor area) and, thus, in order to be CASP-compliant, the Project would need to incorporate an additional 71,403 sf of a designated non-residential use (i.e., Corporate Headquarters or University/College).

Source: Gibson Transportation Consulting, Inc., *Transportation Analysis for the 1457 N. Main Street Project*, February 6, 2020

3.2.2 Air Quality

The FEIR analyzed the potential air quality impacts of the full build-out of the CASP through 2035 and proposed mitigation measures to reduce the significance of each impact. The FEIR found that implementation of the CASP would result in the following significant unavoidable impact:

- The CASP would result in the total vehicular emissions of ozone precursors exceeding the SCAQMD quantitative thresholds.

The FEIR also found that implementation of the CASP could result in the following significant impacts, which would be reduced to a level that is less than significant with Mitigation Measures:

- The CASP could result in an increased risk of cancer and other negative health effects due to Toxic Air Contaminants in the vicinity of the freeways.
- The CASP could result in increased emissions of PM10, diesel particulate matter, and other pollutants during construction which would exceed the SCAQMD threshold values.

Mitigation Measures 11.2 through 11.12, which relate to Health Risk Assessments, building orientation, air filtration, construction emission controls, and construction equipment standards, were found to reduce these two air quality impacts to a less than significant level.

The requested Specific Plan Exception to permit a greater percentage of residential floor area than would otherwise be permitted in the UI zone pertains solely to the relative share of residential and non-residential uses within the building. It would not increase the overall development intensity of the Project and does not relate to emissions, whether construction-based or operational. As indicated in the previous section, the Project would generate significantly fewer vehicle trips compared to a project that fully complied with the CASP utilizing Strategy B. As the Project would reduce trip generation compared to a CASP-complaint project, total operational vehicular emissions would be lower than what was identified in the FEIR.

With respect to construction emissions and non-vehicular operational emissions, the building scale, development intensity, overall uses, and therefore impacts of the proposed Project would be lower than a project that provided the amount of additional non-residential floor area necessary to comply with the CASP. The Project is anticipated to comply with all other applicable regulations of the Specific Plan and would result in a smaller, less intense development than was anticipated and analyzed in the FEIR. Factors

such as location, unit density, lot size, soil import and export, architectural coatings, demolition hauling, grading, and paving, which may relate to air quality, are not affected by the relative allocation of residential and non-residential floor area within a building.

As such, the Project would not result in a substantial increase in the severity of previously identified significant effects to Air Quality compared to what was identified in the FEIR. The Project would continue to be required to comply with Mitigation Measures 11.2 through 11.12 relating to Air Quality. The Statement of Overriding Considerations adopted by the City Council on June 28, 2013 would continue to apply to the Project.

3.2.3 Noise and Vibration

The FEIR analyzed the potential Noise and Vibration impacts of the full build-out of the CASP through 2035 and proposed mitigation measures to reduce the significance of each impact. The FEIR found that implementation of the CASP would result in the following significant unavoidable impact:

- Changes to Land Use Districts that would result from the implementation of the Proposed Alternative would allow the development of noise-sensitive land uses in some areas with existing ambient noise levels in excess of Normally Acceptable, Conditionally Acceptable, or Clearly Unacceptable noise levels according to the City of Los Angeles' Guidelines for Noise Compatible Land Use.

The FEIR also found that implementation of the CASP could result in the following significant impacts, which would be reduced to a level that is less than significant with Mitigation Measures (Mitigation Measures 12.2 through 12.4):

- The construction associated with implementation of the Proposed Alternative would result in short-term construction noise and vibration.
- Onsite fixed noise sources associated with new development allowed by implementation of the Proposed Alternative could expose noise-sensitive receptors to exterior noise levels that are unacceptable.
- Changes to Land Use Districts that would result from the implementation of the Proposed Alternative would allow the development of vibration sensitive land uses in close proximity to existing sources of groundborne vibration.

The FEIR also found that implementation of the CASP would result in the following less than significant impacts that would not require mitigation:

- The implementation of the Proposed Alternative may result in an increased frequency of light-rail transit services through the Project Area, resulting in increased noise and vibration levels. This potential impact is considered to be less than significant.
- The implementation of the Proposed Alternative would contribute to small increases in traffic noise levels on Pasadena Avenue, North Broadway, and Main Street. This potential impact is considered to be less than significant.

The requested Specific Plan Exception to permit a greater percentage of residential floor area than would otherwise be permitted in the UI zone pertains solely to the relative share of residential and non-residential

uses within the building. It would not increase the overall development intensity of the Project beyond what the CASP FEIR analyzed and therefore would not result in an increase in either construction or operational noise and/or vibration impacts. Noise-generating activities, such as earth disturbance, soils import and export, demolition hauling, grading, paving, hammering and welding, vehicular trips, and HVAC equipment, are not affected by the relative allocation of residential and non-residential uses within the building. The Project's overall intensity of development and uses are consistent with the Specific Plan analyzed by the FEIR.

As such, the Project would not result in a substantial increase in the severity of previously identified significant effects to Noise and Vibration compared to what was identified in the FEIR. The Project would continue to be required to comply with Mitigation Measures 12.2 through 12.4 relating to Noise and Vibration. The Statement of Overriding Considerations adopted by the City Council on June 28, 2013 still stands.

4. CONCLUSION

Section 15164 of the CEQA Guidelines states the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 that call for preparation of a subsequent EIR (i.e., new significant environmental effects or a substantial increase in the severity of previously identified significant effects) have occurred. As detailed in the preceding analysis, this Addendum provides the substantial evidence to support the finding that the Project would not have new significant impacts on the environment or more severe impacts than those previously disclosed in the previously certified EIR.

Attachment A

Transportation Analysis

(See attached)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1457 N. Main St
DOT Case No. CEN 20-49412

Date: March 18, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

**Subject: TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE
PROJECT AT 1457 NORTH MAIN STREET**

The Department of Transportation (DOT) has reviewed the transportation assessment, prepared by Gibson Transportation Consulting, dated February 6, 2020, for the proposed mixed-use project located at 1457 North Main Street. The project is located within the Cornfield Arroyo Seco Specific Plan (CASP). The assessment analyzed the project's trip generation and compliance with the CASP. DOT concurs with the conclusion of the analysis that the project trip generation does not increase vehicle trips or change the transportation impacts of the CASP analysis. The study also included an analysis of the Vehicle Miles Traveled (VMT) metric that has been adopted as the impact standard for the California Environmental Quality Act (CEQA). The results indicated that there would be no VMT impact. Therefore, DOT will not require further transportation study for this project.

The project would construct 234 market-rate live-work units, 10 affordable housing units, and 9,829 square-feet of retail use. An existing food processing facility would be removed. The analysis indicated that the proposed project would generate approximately 1,309 net daily trips (per DOT's VMT Calculator), 67 a.m. peak hour trips, and 90 p.m. peak hour trips. The analysis indicated that the project's trip generation is below a comparative CASP-compliant project. A comparison of the trips can be found in **Attachment 1**.

Please note this DOT assessment does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 500, @ 213-482-7024).

If you have any questions, please call me at (213) 972-8482.

c: Taimour Tanavoli, Case Management Office, DOT
Sarah Drobis, Gibson Transportation Consulting

**TABLE 4
OVERVIEW AND SUMMARY COMPARISON**

PEAK HOUR TRIP GENERATION ESTIMATES	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Project [a]	20	47	67	53	37	90
CASP Compliant Project - Corporate Headquarters [b]	54	50	104	54	67	121
CASP Compliant Project - University/College [b]	63	60	123	73	77	150

Notes:

[a] The proposed Project is less intensive than the CASP compliant projects in terms of trip generation as the number of trips would be less.

[b] To comply with the CASP using Floor Area Bonus Strategy B, the Project would require a total FAR of approximately 3.45:1, or 194,766 sf, including 144,220 sf of nonresidential floor area. The Project includes only 123,363 sf of floor area (including 72,817 sf of nonresidential floor area) and, thus, in order to be CASP-compliant, the Project would need to incorporate an additional 71,403 sf of a designated non-residential use (i.e., Corporate Headquarters or University/College).



MEMORANDUM

TO: Wes Pringle, Los Angeles Department of Transportation

CC: Patrick Chien and Andrew Ranallo, Universal Standard Housing
Dave Rand and Daniel Mandel, Armbruster Goldsmith & Delvac LLP

FROM: Sarah M. Drobis, P.E., and Lauren Mullarkey-Williams

DATE: February 6, 2020

RE: Transportation Analysis for the
1457 N. Main Street Project
Los Angeles, California

Ref: J1773

Gibson Transportation Consulting, Inc. (GTC) prepared an analysis for the 1457 N. Main Street Project (Project), which is in the *Cornfield Arroyo Seco Specific Plan (CASP)* (Los Angeles Department of City Planning [LADCP], 2013) area of the City of Los Angeles, California (City). As part of this assessment, GTC prepared a comparison of the trip generation for the Project to the most conservative trip generation analyzed in the approved Environmental Impact Report (EIR) for the CASP. Additionally, for informational purposes, GTC prepared a supplemental evaluation of the potential vehicle miles traveled (VMT) impacts for the Project. This analysis complies with the City's latest guidelines for compliance with the California Environmental Quality Act (CEQA) guidelines. This memorandum summarizes our analysis.

PROJECT BACKGROUND

The Project proposes the development of a six story mixed-use building with 123,363 square feet (sf) of floor area with 234 market-rate live-work units, 10 affordable housing live-work units, and 9,829 sf of community serving commercial uses. The live-work units are comprised of 50,546 sf of residential area, 33,697 sf of work area, 27,420 sf of common floor area, and 1,871 sf of building services area. The Project also includes 13,736 sf of open space provided within two open air courtyards and a roof deck. The 25,709 sf existing food processing facility would be removed to accommodate the Project.

The Project Site is located approximately 1.0 miles east of the Arroyo Seco Parkway (SR 110), which provides regional transportation connecting San Pedro and the Port of Los Angeles with Downtown Los Angeles and Pasadena. The Project Site is served by Main Street, a designated Avenue II, and Sotello Street, a designated Modified Local Street – Standard, in *Mobility Plan 2035 – An Element of the General Plan* (LADCP, January 2016). The Project Site is also located within 0.5 miles of the Los Angeles County Metropolitan Transportation Authority's (Metro) Chinatown Station of the Metro Gold Line light rail, which travels between Union Station in Downtown Los Angeles and Azusa in the San Gabriel Valley at eight-minute intervals during peak hours on weekdays and 12 and 20-minute

intervals, respectively, during off-peak hours and on weekends. The Project Site is also served by numerous transit lines, with a bus stop on the corner of Main Street & Sotello Street that serves Metro Line 76, as well as the Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle (DASH) Lincoln Heights/Chinatown Line. In addition, sidewalks provide connectivity to signalized pedestrian crossings adjacent to the Project Site.

The Project Site is located within the Urban Innovation (UI) zone in the CASP, which permits a base floor area ratio (FAR) of 3.0 to 1.0 and limits multi-family residential uses, which includes live-work units, to 15% of the proposed floor area of a project before the application of any Floor Area Bonus permitted under the CASP (CASP Chapter 2.1 E).

The Project proposes 50,546 sf of multi-family live-work residential uses, amounting to approximately 41% of the floor ratio of the Project. Thus, the Applicant is requesting a Specific Plan Exception to permit 41% residential floor area in lieu of the 15% permitted under the UI zone of the CASP. Note that under the CASP, only the “live” portion of the residential live-work units count as residential floor area. The “work” portion of the residential live-work units, along with building common and service areas and the proposed 9,829 sf of community serving commercial uses, counts as nonresidential floor area.

The EIR analyzed the potential transportation impacts of the full build-out of the CASP by 2035 and proposed mitigation measures to reduce the significance of each impact. The EIR found that the implementation of the CASP would cause significant changes at several study area intersections in the cumulative 2035 condition. As outlined in the EIR, those impacts were determined to be significant and unavoidable. Nonetheless, transportation demand management (TDM) strategies were included as mitigation measures (i.e., Mitigation Measure 4.1) to reduce the transportation impacts of implementing the CASP.

PROJECT TRIP GENERATION

GTC estimated the number of trips expected to be generated by the Project using the Multifamily Housing (Mid-Rise) and Shopping Center rates published in *Trip Generation, 10th Edition* (Institute of Transportation Engineers [ITE], 2017) and developments located in “General Urban/Suburban” areas. Per *Transportation Assessment Guidelines* (LADOT, July 2019) (the TAG), residential or mixed-use developments inside a Transit Priority Area that include affordable housing units are eligible to use a City-specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City in 2016.

The trip generation forecast reflects appropriate trip generation reductions to account for public transit usage, trips shared between the different uses within the Project, and pass-by trips as outlined below:

- Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system, based on the National Cooperative Highway Research Program 8-51 Internal Capture Estimation Tool (Transportation Research Board and National Research Council, 2011). Project trips can potentially be adjusted for over 25% internal capture; however, a conservative 20% internal capture adjustment was applied to the live-work apartments and ground-floor commercial uses.

- Per the TAG, the Project Site is located within 0.25 miles walking distance of the Metro Line 76 and LADOT DASH Lincoln Heights/Chinatown bus stops; therefore, a 10% transit reduction was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.
- Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary destination without route diversion. A pass-by trip adjustment was applied to the retail uses, per the TAG's pass-by rate for retail uses less than 50,000 sf.

As shown in Table 1, the Project would result in 67 (20 inbound and 47 outbound) net new Project trips during the morning peak hour and 90 (53 inbound and 37 outbound) net new Project trips during the afternoon peak hour.

Comparison to CASP-Compliant Project

As discussed above, the UI zone of the CASP generally limits multi-family residential uses to 15% of the proposed floor area of the Project with a maximum base FAR of 3.0 to 1.0 (CASP Chapter 2.1 E). For projects in the UI zone that provide affordable housing in accordance with Floor Area Bonus Strategy B (CASP Chapter 2.1 G.1.c-d.), total permitted by-right floor area is up to 3.45 to 1.0 with a maximum residential FAR of up to 0.9 to 1.0. Given the amount of residential floor area (market-rate and Extremely Low Income) proposed for the Project of 50,546 sf (or approximately 0.9 to 1.0 FAR), to comply with the CASP using Floor Area Bonus Strategy B, the Project would require a total FAR of approximately 3.45 to 1.0, or 194,766 sf, including 144,220 sf of nonresidential floor area. In fact, the Project includes only 123,363 sf of floor area (including 72,817 sf of nonresidential floor area) and, thus, in order to be CASP-compliant, the Project would need to incorporate an additional 71,403 sf of any of the following non-residential uses: church, school, college, corporate headquarters, research and development, hotel, publishing, motion picture, broadcasting, and/or other uses as shown in the UI zone of the CASP.

To assess the potential trip generation of a CASP-compliant project, GTC analyzed two scenarios: an additional 71,403 sf of corporate headquarters uses and an additional 71,403 sf of university/college uses. Of the potential non-residential uses, university/college uses have the highest trip generation rates (i.e., produce the greatest number of trips) and, thus, can be analyzed as a comparison to the most conservative CASP-compliant project.

Scenario A – Corporate Headquarters. As shown in Table 2, a CASP-compliant project with an additional 71,403 sf of corporate headquarters uses would result in 104 (54 inbound and 50 outbound) net new project trips during the morning peak hour and 121 (54 inbound and 67 outbound) net new project trips during the afternoon peak hour.

Scenario B – University/College. As shown in Table 3 a CASP-compliant project with an additional 71,403 sf of university/college uses would result in 123 (63 inbound and 60 outbound) net new project trips during the morning peak hour and 150 (73 inbound and 77 outbound) net new trips during the afternoon peak hour.

Trip Generation Findings

As detailed above and shown in Table 4, the Project is anticipated to generate far fewer trips than would a CASP-compliant project. Accordingly, the Project's traffic impacts would be less than those analyzed and identified in the approved EIR for the CASP. Therefore, the Project does not result in any new significant traffic impacts or substantial increase in the severity of previously identified significant effects to transportation and traffic as compared to what was identified in the EIR. As a regulatory compliance obligation, the Project would continue to be required to comply with CASP EIR Mitigation Measure 4.1 (Transportation Demand Management Strategies) to reduce transportation and traffic impacts.

SUPPLEMENTAL VMT REVIEW

For informational purposes, GTC prepared a supplemental VMT review for the Project. The City recently adopted the TAG, which establishes the guidelines and methodology for assessing transportation impacts for development projects based on the updated CEQA guidelines from the State of California (State) Governor's Office of Planning and Research (OPR) in its implementation of State Senate Bill 743 (Steinberg, 2013) (SB 743). SB 743 requires that a project's potential CEQA transportation impacts be evaluated based on VMT rather than the former level of service (LOS) requirement.

The VMT metric is intended to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. This encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options in proximity to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips. As of July 1, 2020, LOS-based metrics to evaluate automobile congestion will no longer be considered valid methodologies for analyzing traffic impacts under CEQA.

VMT Impact Thresholds

OPR found that a VMT per capita or per employee that is 15% or more below that of existing development is a reasonable and achievable threshold in determining significant transportation impacts under CEQA. CEQA allows lead agencies to set or apply their own significance thresholds.

The TAG identifies significance thresholds to apply to development projects when evaluating potential VMT impacts consistent with the OPR's CEQA guidance. Threshold T-2.1 (Causing Substantial Vehicle Miles Traveled) of the TAG states that a residential project would result in a significant VMT impact if it would generate household VMT per capita more than 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which it is located. Similarly, an office project would result in a significant VMT impact if it would generate work VMT per employee more than 15% below the existing average work VMT per employee for the APC area in which it's located.

Residents contribute to household VMT while employees (including retail and restaurant employees) contribute to work VMT. The TAG identifies a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6 for the Central APC, in which the Project is located. Therefore, should the Project's average household VMT per capita be equal to or lower than 6.0 and average work VMT per employee be equal to or lower than 7.6, the Project's overall VMT impact would be less than significant.

It is important to note that these thresholds – and the VMT analysis to which the thresholds apply – are based on specific types of one-way trips, including:

- Home-Based Work Production: trips to a workplace destination originating from a residential use at the Project Site
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use at the Project Site
- Home-Based Work Attraction: trips to a workplace destination at the Project Site originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, February 2019), the household VMT per capita threshold applies to home-based work production and home-based other production trips, and the work VMT per employee threshold applies to home-based work attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, December 2018).

Per the TAG, small-scale or local-serving retail/restaurant components of larger mixed-use development projects (i.e., less than 50,000 sf), as applicable to this Project, are assumed to result in a less than significant work VMT impact.

Other types of trips generated by the Project including Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use at the Project Site), Home-Based Other Attraction (trips to a non-workplace destination at the Project Site originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination at the Project Site originating from a non-residential use), are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total Project VMT for LADOT screening purposes when determining if further VMT analysis for a project would be required.

VMT Analysis Methodology

LADOT developed *City of Los Angeles VMT Calculator Version 1.2* (November 2019) (VMT Calculator) to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. The methodology in determining VMT based on the VMT Calculator is consistent with the TAG.

The City developed Travel Behavior Zone (TBZ) categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of*

Los Angeles VMT Calculator Documentation, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. *Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network.*
2. *Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density.*
3. *Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets.*
4. *Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network.*

The VMT Calculator determines a Project's TBZ based on the latitude and longitude of the project address.

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for the Project area:

- The project's jobs/housing balance
- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

The VMT Calculator determines a Project's VMT based on trip length information from the City's Travel Demand Forecasting (TDF) Model. The TDF Model considers the traffic analysis zone where the project is located to determine the trip length and trip type, which factor into the calculation of the project's VMT.

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), the San Diego Association of Governments Activity Based Model, *Trip Generation, 9th Edition* (ITE, 2012), the US Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation*.

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as regulatory compliance obligations, project design features, or mitigation measures. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT and compare it to the VMT impact criteria. The VMT Calculator was set up with the Project's land uses and their respective sizes as the primary input. Based on the Project's proposed land uses and location, the following assumptions were identified in the VMT Calculator:

- Total Population: 559
- Total Employees: 20
- APC: Central
- TBZ: Compact Infill
- Maximum VMT Reduction: 40%

The VMT analysis results based on the VMT Calculator are summarized in Table 5. Detailed output from the VMT Calculator is provided in the Attachment.

It should be noted that as part of the Project's regulatory compliance obligations, measures would be implemented to reduce the number of single occupancy vehicle trips to the Project Site. In addition, as required by the CASP, the Project would develop a TDM program to increase transportation efficiency. For the purposes of this analysis, the following regulatory compliance obligations were accounted for in the VMT evaluation of the Project:

- Reduced parking supply, as the VMT Calculator defaults to Los Angeles Municipal Code requirements without consideration of additional parking reduction mechanisms (i.e., Bicycle Parking Ordinance, reduced parking requirements in the CASP and Enterprise Zone areas, etc.)
- Unbundled parking, as part of the CASP-required TDM program
- Bicycle parking supply in accordance with the Los Angeles Municipal Code

As shown in Table 5, after accounting for the required TDM strategies listed above, the VMT Calculator estimates that the Project would generate 3,120 total household VMT. Thus, based on the population and employee assumptions above, the Project would generate an average household VMT per capita of 5.6. The household VMT per capita would fall below the

significance threshold for the Central APC (6.0 household VMT per capita). Therefore, the Project would not result in a significant VMT impact, and no mitigation measures would be required.

SUMMARY

The Project is anticipated to generate far fewer trips than a CASP-compliant project, which was evaluated as part of the approved EIR for the CASP. The Project's traffic impacts would be less than those analyzed and identified in the approved EIR for the CASP. Therefore, the Project does not result in any new significant traffic impacts or substantial increase in the severity of previously identified significant effects to transportation and traffic as compared to what was identified in the EIR. Consistent with the CASP, the Project would continue to be required to comply with Mitigation Measure 4.1 (Transportation Demand Management Strategies) to reduce transportation and traffic impacts. Further, for informational purposes, the Project would not result in a significant VMT impact based on the guidelines and methodologies outlined in the TAG. No further improvement measures are required.

TABLE 1
PEAK HOUR TRIP GENERATION ESTIMATES
PROPOSED PROJECT

PEAK HOUR TRIP GENERATION RATES [a]								
Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Mid-Rise	221	per du	26%	74%	0.36	61%	39%	0.44
Affordable Family	[b]	per du	37%	63%	0.49	56%	44%	0.35
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
PEAK HOUR TRIP GENERATION ESTIMATES [c]								
Land Use	ITE Land Use	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project								
Residential	221	234 du	22	62	84	63	40	103
Internal Capture-in Adjustment - 20% [d]			-4	-13	-17	-13	-8	-21
Transit/Walk-in Adjustment - 10% [e]			-2	-5	-7	-5	-3	-8
Affordable Housing	[b]	10 du	2	3	5	2	2	4
Internal Capture-in Adjustment - 20% [d]			0	-1	-1	0	-1	-1
Transit/Walk-in Adjustment - 10% [e]			0	0	0	0	0	0
Retail	820	9.829 ksf	6	3	9	18	19	37
Internal Capture-in Adjustment - 20% [d]			-1	-1	-2	-4	-4	-7
Transit/Walk-in Adjustment - 10% [e]			-1	0	-1	-1	-2	-3
Pass-By Trip Adjustment - 50% [f]			-2	-1	-3	-7	-7	-14
TOTAL - NET NEW PROJECT TRIPS			20	47	67	53	37	90

Notes:

ksf: 1,000 square feet

du: dwelling unit

[a] Trip generation rates are from *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.

[b] Per LADOT's TAG, residential or mixed-use developments inside a Transit Priority Area which include Affordable Housing Units are eligible to use a City specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016.

[c] Per LADOT's VMT Calculator, the proposed Project results in 1,309 daily vehicle trips.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system, based on the National Cooperative Highway Research Program 8-51 Internal Capture Estimation Tool (Transportation Research Board and National Research Council, 2011). Project trips can potentially be adjusted for over 25% internal capture; however, a conservative 20% internal capture adjustment was applied to the live-work apartments and ground floor commercial uses.

[e] Per LADOT's TAG, the Project Site is located within 1/4-mile walking distance of Metro 76 and LADOT DASH Lincoln Heights/Chinatown bus stops; therefore a 10% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[f] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion. Per LADOT's TAG, retail uses of less than 50,000 sf are subject to a 50% pass-by trip discount rate.

TABLE 2
PEAK HOUR TRIP GENERATION ESTIMATES
CASP COMPLIANT PROJECT - CORPORATE HEADQUARTERS

PEAK HOUR TRIP GENERATION RATES [a]								
Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Mid-Rise	221	per du	26%	74%	0.36	61%	39%	0.44
Affordable Family	[b]	per du	37%	63%	0.49	56%	44%	0.35
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
Corporate Headqaurters Building	714	per ksf	95%	5%	0.72	3%	97%	0.60
PEAK HOUR TRIP GENERATION ESTIMATES [c]								
Land Use	ITE Land Use	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project								
Residential	221	234 du	22	62	84	63	40	103
Internal Capture-in Adjustment - 20% [d]			-4	-13	-17	-13	-8	-21
Transit/Walk-in Adjustment - 10% [e]			-2	-5	-7	-5	-3	-8
Affordable Housing	[b]	10 du	2	3	5	2	2	4
Internal Capture-in Adjustment - 20% [d]			0	-1	-1	0	-1	-1
Transit/Walk-in Adjustment - 10% [e]			0	0	0	0	0	0
Retail	820	9.829 ksf	6	3	9	18	19	37
Internal Capture-in Adjustment - 20% [d]			-1	-1	-2	-4	-4	-7
Transit/Walk-in Adjustment - 10% [e]			-1	0	-1	-1	-2	-3
Pass-By Trip Adjustment - 50% [f]			-2	-1	-3	-7	-7	-14
Corporate Headquarters [g]	714	71.403 ksf	48	3	51	1	42	43
Internal Capture-in Adjustment - 20% [d]			-10	-1	-10	0	-8	-9
Transit/Walk-in Adjustment - 10% [e]			-4	0	-4	0	-3	-3
TOTAL - NET NEW PROJECT TRIPS			54	50	104	54	67	121

Notes:

ksf: 1,000 square feet

du: dwelling unit

[a] Trip generation rates are from *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.

[b] Per LADOT's TAG, residential or mixed-use developments inside a Transit Priority Area which include Affordable Housing Units are eligible to use a City specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016.

[c] Per LADOT's VMT Calculator, the proposed Project results in 1,862 daily vehicle trips.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system, based on the National Cooperative Highway Research Program 8-51 Internal Capture Estimation Tool (Transportation Research Board and National Research Council, 2011). Project trips can potentially be adjusted for over 25% internal capture; however, a conservative 20% internal capture adjustment was applied to the live-work apartments and ground floor commercial uses.

[e] Per LADOT's TAG, the Project Site is located within 1/4-mile walking distance of Metro 76 and LADOT DASH Lincoln Heights/Chinatown bus stops; therefore a 10% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[f] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion. Per LADOT's TAG, retail uses of less than 50,000 sf are subject to a 50% pass-by trip discount rate.

[g] To comply with the CASP using Floor Area Bonus Strategy B, the Project would require a total FAR of approximately 3.45:1, or 194,766 sf, including 144,220 sf of nonresidential floor area. The Project includes only 123,363 sf of floor area (including 72,817 sf of nonresidential floor area) and, thus, in order to be CASP-compliant, the Project would need to incorporate an additional 71,403 sf of a designated non-residential use (i.e., Corporate Headquarters).

TABLE 3
PEAK HOUR TRIP GENERATION ESTIMATES
CASP COMPLIANT PROJECT - UNIVERSITY/COLLEGE

PEAK HOUR TRIP GENERATION RATES [a]								
Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Mid-Rise	221	per du	26%	74%	0.36	61%	39%	0.44
Affordable Family	[b]	per du	37%	63%	0.49	56%	44%	0.35
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
University/College	550	per ksf	77%	23%	1.09	32%	68%	1.17
PEAK HOUR TRIP GENERATION ESTIMATES [c]								
Land Use	ITE Land Use	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project								
Residential	221	234 du	22	62	84	63	40	103
Internal Capture-in Adjustment - 20% [d]			-4	-13	-17	-13	-8	-21
Transit/Walk-in Adjustment - 10% [e]			-2	-5	-7	-5	-3	-8
Affordable Housing	[b]	10 du	2	3	5	2	2	4
Internal Capture-in Adjustment - 20% [d]			0	-1	-1	0	-1	-1
Transit/Walk-in Adjustment - 10% [e]			0	0	0	0	0	0
Retail	820	9.829 ksf	6	3	9	18	19	37
Internal Capture-in Adjustment - 20% [d]			-1	-1	-2	-4	-4	-7
Transit/Walk-in Adjustment - 10% [e]			-1	0	-1	-1	-2	-3
Pass-By Trip Adjustment - 50% [f]			-2	-1	-3	-7	-7	-14
University/College [g]	550	71.403 ksf	60	18	78	27	57	84
Internal Capture-in Adjustment - 20% [d]			-12	-4	-16	-5	-11	-17
Transit/Walk-in Adjustment - 10% [e]			-5	-1	-6	-2	-5	-7
TOTAL - NET NEW PROJECT TRIPS			63	60	123	73	77	150

Notes:

ksf: 1,000 square feet

du: dwelling unit

[a] Trip generation rates are from *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.

[b] Per LADOT's TAG, residential or mixed-use developments inside a Transit Priority Area which include Affordable Housing Units are eligible to use a City specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016.

[c] LADOT's VMT Calculator does not allow for University/College uses per sf; thus, the number of daily vehicle trips for the proposed Project is not available at this time.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system, based on the National Cooperative Highway Research Program 8-51 Internal Capture Estimation Tool (Transportation Research Board and National Research Council, 2011). Project trips can potentially be adjusted for over 25% internal capture; however, a conservative 20% internal capture adjustment was applied to the live-work apartments and ground floor commercial uses.

[e] Per LADOT's TAG, the Project Site is located within 1/4-mile walking distance of Metro 76 and LADOT DASH Lincoln Heights/Chinatown bus stops; therefore a 10% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[f] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion. Per LADOT's TAG, retail uses of less than 50,000 sf are subject to a 50% pass-by trip discount rate.

[g] To comply with the CASP using Floor Area Bonus Strategy B, the Project would require a total FAR of approximately 3.45:1, or 194,766 sf, including 144,220 sf of nonresidential floor area. The Project includes only 123,363 sf of floor area (including 72,817 sf of nonresidential floor area) and, thus, in order to be CASP-compliant, the Project would need to incorporate an additional 71,403 sf of a designated non-residential use (i.e., University/College).

**TABLE 4
OVERVIEW AND SUMMARY COMPARISON**

PEAK HOUR TRIP GENERATION ESTIMATES	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Project [a]	20	47	67	53	37	90
CASP Compliant Project - Corporate Headquarters [b]	54	50	104	54	67	121
CASP Compliant Project - University/College [b]	63	60	123	73	77	150

Notes:

[a] The proposed Project is less intensive than the CASP compliant projects in terms of trip generation as the number of trips would be less.

[b] To comply with the CASP using Floor Area Bonus Strategy B, the Project would require a total FAR of approximately 3.45:1, or 194,766 sf, including 144,220 sf of nonresidential floor area. The Project includes only 123,363 sf of floor area (including 72,817 sf of nonresidential floor area) and, thus, in order to be CASP-compliant, the Project would need to incorporate an additional 71,403 sf of a designated non-residential use (i.e., Corporate Headquarters or University/College).

**TABLE 5
VMT EVALUATION SUMMARY**

Project Information										
Project Description		Total Population [a]	Total Employees [b]		Area Planning Commission (APC)		Travel Behavior Zone (TBZ) [c]		Maximum VMT Reduction [d]	
234 live-work units 10 affordable units 9,829 sf retail/commercial		559	20		Central		Compact Infill		40%	
VMT Evaluation										
Scenario	TDM Strategies	Daily VMT	Household VMT [e]				Work VMT [f]			
			VMT per Capita [g]	Percent Reduction [h]	VMT Threshold [i]	Significant VMT Impact	VMT per Employee [g]	Percent Reduction [h]	VMT Threshold [i]	Significant VMT Impact
with TDM Strategies/Project Design Features [j]	Reduce Parking Supply (k)	6,149	5.6	-36%	6.0	NO	N/A	--	7.6	--
	Unbundle Parking (l)									
	Include Bike Parking Per LAMC									

Notes

[a] Total population estimate is based on a population factor of 2.25 persons/unit for multi-family households and 3.14 persons/unit for affordable housing - family households. The population factor is based on Census data for the City of Los Angeles.

[b] Total employment estimate is based on the following employment factor:

General Retail: 2.0 / 1,000 sf

The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[c] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, February 2019) as higher density neighborhoods that include multi-story buildings and well connected streets.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined from *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, August 2018) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association (CAPCOA), 2010).

[e] Household VMT per Capita is based on the "home-based work production" and "home-based other production" trip types.

[f] Work VMT per Employee is based on the "home-based work attraction" trip types. Per LADOT's TAG, small-scale or local-serving retail/restaurant components of larger mixed-use development projects (i.e., less than 50,000 sf) are assumed to result in a less than significant work VMT impact.

[g] The total Household VMT per Capita and total Work VMT per Employee are calculated in the VMT Calculator tool and exported as part of Report 4 - MXD.

[h] The percent reduction is calculated in the VMT Calculator tool to indicate the combined effect of all TDM measures. This is exported as part of Report 3 - TDM Outputs.

[i] Per TAG Table 2.2-1, development projects will have potential impacts if the projects generate Household VMT per Capita or Work VMT per Employee exceeding the VMT Impact Criteria of 15% below the existing average VMT for the APC area in which the project is located.

[j] These TDM strategies are compliant with the *Cornfield Arroyo Seco Specific Plan (CASP)* (LADCP, 2013).

[k] The TDM strategy Reduce Parking Supply assumes a city code parking provision of 278 spaces and an actual parking provision of 19 spaces.

[l] The TDM strategy Unbundle Parking assumes a maximum monthly parking cost of \$220.

Attachment

VMT Calculator Summary Sheets

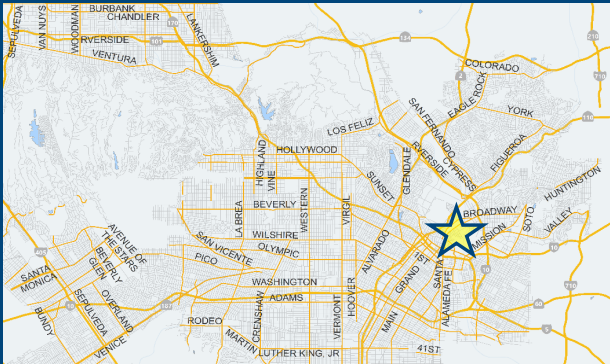
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: J1773 - 1457 Main Street
 Scenario: [WWW](#)
 Address: 1457 N NORTH MAIN ST, 90012 [Q](#)



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

☐ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Industrial Light Industrial	25.709	ksf
Industrial Light Industrial	25.709	ksf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit
Office General Office	71.403	ksf
Housing Multi-Family	234	DU
Retail General Retail	9.829	ksf
Housing Affordable Housing - Family	10	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

Existing Land Use	Proposed Project
135 Daily Vehicle Trips	1,309 Daily Vehicle Trips
1,023 Daily VMT	8,358 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,174 Net Daily Trips
The net increase in daily VMT ≤ 0	7,335 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	9.829 ksf
The proposed project is required to perform VMT analysis.	

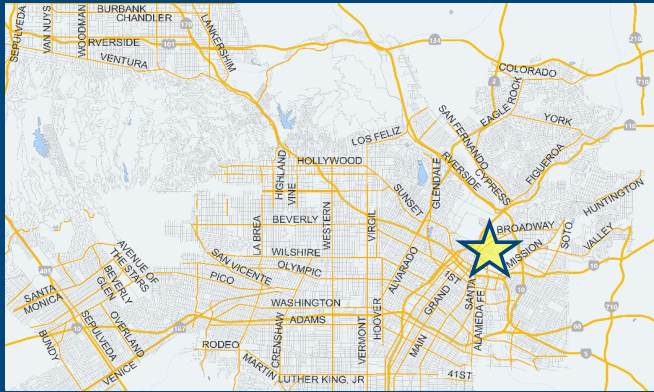


CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project: J1773 - 1457 Main Street
Scenario:
Address: 1457 N NORTH MAIN ST, 90012



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	234	DU
Retail General Retail	9.829	ksf
Housing Affordable Housing - Family	10	DU

TDM Strategies

Select each section to show individual strategies

Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A

Parking

Reduce Parking Supply city code parking provision for the project site

☒ Proposed Prj ☐ Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site

☒ Proposed Prj ☐ Mitigation

Parking Cash-Out percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking daily parking charge (dollar)

☐ Proposed Prj ☐ Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
950 Daily Vehicle Trips	950 Daily Vehicle Trips
6,149 Daily VMT	6,149 Daily VMT
5.6 Household VMT per Capita	5.6 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 20, 2020

Project Name: J1773 - 1457 Main Street

Project Scenario:

Project Address: 1457 N NORTH MAIN ST, 90012



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	234	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	10	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	9.829	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Analysis Results			
Total Employees: 20			
Total Population: 559			
Proposed Project		With Mitigation	
950	Daily Vehicle Trips	950	Daily Vehicle Trips
6,149	Daily VMT	6,149	Daily VMT
5.6	Household VMT per Capita	5.6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	City code parking provision (spaces)	278	278
	Actual parking provision (spaces)	19	19
	Monthly cost for parking (\$)	\$220	\$220
	Parking cash-out	Employees eligible (%)	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00
	Residential area parking permits	Employees subject to priced parking (%)	0%
		Cost of annual permit (\$)	\$0
(cont. on following page)			
TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Degree of implementation (low, medium, high)	0	0
	Implement neighborhood shuttle	Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
Education & Encouragement	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			
TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Commuter Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%
	Type of program	0	0
	Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%
	Employer size (small, medium, large)	0	0
Shared Mobility	Ride-share program	Employees eligible (%)	0%
	Car share	Car share project setting (Urban, Suburban, All Other)	0
	Bike share	Within 600 feet of existing bike share station - OR - implementing new bike share station (Yes/No)	0
	School carpool program	Level of implementation (Low, Medium, High)	0
(cont. on following page)			
TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%
	Traffic calming improvements	Intersections with traffic calming improvements (%)	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 20, 2020
 Project Name: J1773 - 1457 Main Street
 Project Scenario:
 Project Address: 1457 N NORTH MAIN ST, 90012



Version 1.2

TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	26%	26%	0%	0%	26%	26%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect													
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		36%	36%	13%	13%	36%	36%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT		36%	36%	13%	13%	36%	36%	13%	13%	13%	13%	13%	13%

= Minimum (X%, 1-[(1-A)*(1-B)...]) where X%=		
PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: (1-[(1-A)*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (Transportation Assessment Guidelines Attachment G) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 20, 2020

Project Name: J1773 - 1457 Main Street

Project Scenario:

Project Address: 1457 N NORTH MAIN ST, 90012



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	330	-31.2%	227	7.2	2,376	1,634
Home Based Other Production	883	-33.3%	589	5.5	4,857	3,240
Non-Home Based Other Production	91	-13.2%	79	8.3	755	656
Home-Based Work Attraction	29	-55.2%	13	9.2	267	120
Home-Based Other Attraction	369	-34.1%	243	6.4	2,362	1,555
Non-Home Based Other Attraction	180	-12.2%	158	7.3	1,314	1,153

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-36.0%	145	1,046	-36.0%	145	1,046
Home Based Other Production	-36.0%	377	2,074	-36.0%	377	2,074
Non-Home Based Other Production	-13.0%	69	570	-13.0%	69	570
Home-Based Work Attraction	-13.0%	11	104	-13.0%	11	104
Home-Based Other Attraction	-13.0%	211	1,352	-13.0%	211	1,352
Non-Home Based Other Attraction	-13.0%	137	1,003	-13.0%	137	1,003

MXD VMT Methodology Per Capita & Per Employee

Total Population: 559

Total Employees: 20

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	3,120	3,120
Total Home Based Work Attraction VMT	104	104
Total Home Based VMT Per Capita	5.6	5.6
Total Work Based VMT Per Employee	N/A	N/A