

2 PROJECT DESCRIPTION

Introduction

The Project will develop the Project Site with a single 257,287 square-foot mixed-use building containing a total of 106 live/work condominium units and approximately 119,843 square feet of commercial space, including 13,978 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square-feet of office space. The proposed building would be eight stories tall and approximately 127 feet in height with a Floor Area Ratio (FAR) of 4.57:1.

Environmental Setting

The 1.42-acre Project Site is located in the urbanized area of Downtown Los Angeles in the City of Los Angeles, and it is in close proximity to nearby existing utilities, infrastructure, roads and freeways, as well as public transit options. The Project Site is located at 1000-1026 Mateo Street, 2001-2023 East Sacramento Street, and 2006-2018 East Bay Street. The Site is bound by Bay Street to the north, Sacramento Street to the south, and Mateo Street to the west. Just east of the Project Site is an adjacent light industrial use building. The Los Angeles River is approximately 2,100 feet to the east of the Project Site. The Project Site is located within a variety of planning and service jurisdictional areas, including the following:

- City of Los Angeles Central City North Community Plan
- City of Los Angeles Community Redevelopment Agency Central Industrial Redevelopment Project Area
- City of Los Angeles Transit Priority Area pursuant to Senate Bill (SB) 743 (Properties located within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the Public Resources Code defines a “major transit stop” as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.)
- SCAG High Quality Transit Area pursuant to Southern California Association of Governments (SCAG) (Areas considered to be generally walkable and are located within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours, consistent with a “major transit stop” as defined by Section 21064.3 of the Public Resources Code.)
- Los Angeles City Council District 14 (Councilmember Huizar)
- Downtown Los Angeles Neighborhood Council
- River Improvement Overlay (RIO) District
- Los Angeles County Department of Public Health Service Planning Area

Regional vehicular access to the Project Site is provided by the U.S. 101 (Hollywood) Freeway, located less than 1.0 mile to the east; the I-10 (Santa Monica) Freeway, located approximately 0.2 miles to the south; U.S. 101 Freeway, located approximately one mile to the north and east of the Project Site; and State Route 110/I-110 (Pasadena/Harbor) Freeway, located approximately 2.0 miles to the west.

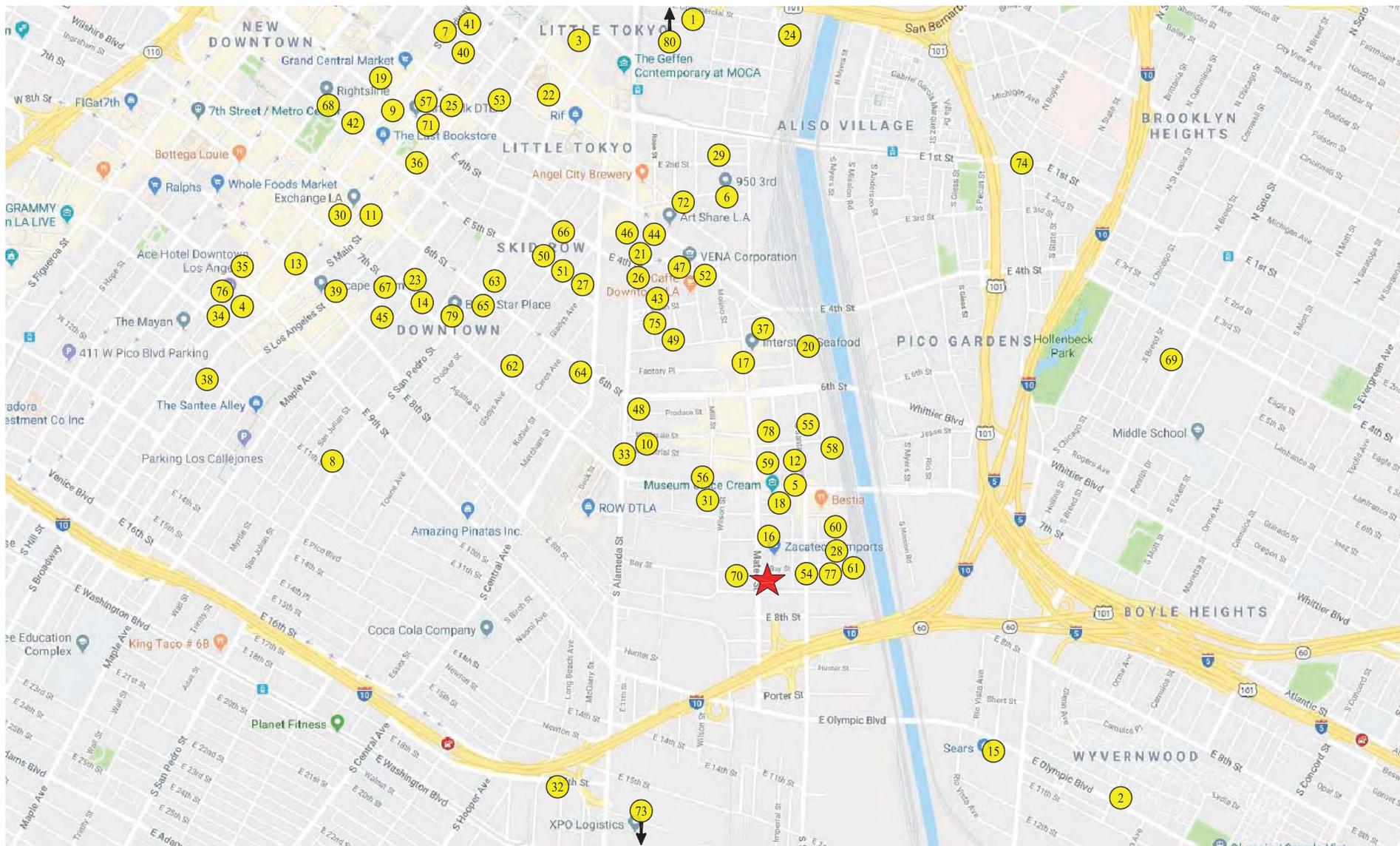
Existing utilities are readily available at the Project Site. Water and electricity are provided by the Los Angeles Department of Water and Power (LADWP). Cable television is provided by Spectrum (formerly Time Warner Cable). Telephone and internet service are readily available from a variety of providers. The Project Site is further served by the City's existing network of sewer and storm drain facilities. Gas is provided by Southern California Gas Company. A map showing the Project Site in its regional and local context is included as Figure 2-1.

The Project Site has a land use designation of Heavy Manufacturing and is currently zoned M3-1-RIO (Heavy Industrial, River Improvement Overlay). The M3-1 Zone permits any industrial uses and any enclosed commercial uses. Residential uses are prohibited, except for a dwelling when constructed as an accessory use for a caretaker or watchman. As a result, the Project requires the following entitlements: a General Plan Amendment, a Vesting Zone Change and Height District Change, a Density Bonus, Site Plan Review, and a Vesting Tentative Tract Map. In addition, the Project shall comply with the standards of the River Improvement Overlay (RIO).

The Project Site is currently developed with a surface parking lot and a 16,960 square-foot maintenance service building, which was formerly operated by the Los Angeles County Metropolitan Transit Authority (Metro) and was used as a service center for transit buses. A month-to-month tenant currently utilizes the existing building for general office uses. Additionally, there are six trees on the Project Site, three of which are located on the 2023 East Sacramento Street side of the Site and three others fronting Mateo Street in the public right-of-way. All six trees will be removed as part of the Project.

Surrounding Properties

Adjacent properties are improved with structures containing a variety of commercial and manufacturing uses, including textiles, light manufacturing, industrial, office, and general warehouse uses. Most structures range from one to three stories in overall height. The properties located in proximity to the Project Site to the north, south, east, and west (across Mateo Street), like the Project Site have a land use designation of Heavy Manufacturing and are zoned M3-1-RIO. A vicinity map and regional location map are included as **Figure 2-1 and Figure 2-2, below**.



Legend

MAP SOURCE: GOOGLE MAPS

★ PROJECT SITE

Ⓧ RELATED PROJECT



Figure 2-2
Related Projects Location Map

Source: Linscott, Law & Greenspan, Engineers, 2019.

Surrounding Transit Services

Public bus and rail transit service is available within the area of the Project Site with regular service intervals of 15 minutes during the peak hours. In particular, public bus transit service in the immediate vicinity of the Project Site is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) bus lines. Additional public bus transit service in the Downtown Los Angeles area is provided by Foothill Transit and the Los Angeles Department of Transportation (LADOT) DASH Transit Service. Specifically, Metro Lines 18, 53, 60, 62, 66, Metro Rapid 720, and Metro Rapid 760 have stops near the Project Site. Metro Line Rapid 760 has a stop at the intersection of 7th and Alameda Street, approximately 2,375 feet northwest of the Project Site. Metro Lines 18, 60, 62, and Metro Rapid 720 have stops closest to the Project Site at the intersection of 7th Street and Decatur Street, approximately 1,400 feet (0.625 miles) northwest of the Project Site.

Metro Rail transit service is provided by connection to the nearby Metro Rail B/D Lines and the Metro Rail A Line. Metro Bus Lines 18, 62, and Rapid 720 provide connections to the Metro Rail D Line at the Pershing Square Station, which itself provides regional access. The Metro Rail A Line has a station stop at the intersection of Washington Boulevard and Long Beach Avenue, approximately 4,900 feet (0.9 miles) southwest of the Project Site and can also be accessed by the Metro 60 bus line.

It should be noted that these above lines also provide connections with the City of Montebello and Gardena transit services, which are several miles to the east of the Project Site.

Related Projects

In this SCEA, cumulative impact analyses are provided for each environmental issue discussed in Section 5 (Initial Study/Sustainable Communities Environmental Impact Assessment) and can be found in each respective subsection of Section 5.¹ **Table 2-1, Related Projects**, lists 80 reasonably foreseeable related projects within a 1.5-mile radius of the Project Site that were considered in the cumulative impact analyses. This list was prepared based on information obtained from LADOT and the Department of City Planning.

¹ Pursuant to Public Resources Code Section 21155.2(b)(1), the SCEA is required to identify all significant or potentially significant impacts of a TPP through the preparation of an initial study, other than growth inducing impacts or specific or cumulative impacts from cars and light-duty trucks trips consistent with Section 21159.28, based on substantial evidence in light of the whole record. The Initial Study Checklist for the Project is attached hereto in Section 4 of this SCEA. Additionally, the SCEA is required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified EIRs.

**Table 2-1
Related Projects List**

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
1	Under Construction	454 E. Commercial Street	Bus Facility	2 ACRES
2	Proposed	2901 E. Olympic Boulevard	Apartments Shopping Center Day Care Center Office Medical-Dental Office Library Community Room Passive Open Space Active Open Space	4,400 DU 135-185 KSF 15 KSF 75-125 KSF 25 KSF 15 KSF 10 KSF 6 Acres 4 Acres
3	Under Construction	150 N. Los Angeles Street	Office Retail Child Care Center	712,500 GSF 35,000 GSF 2,500 GSF
4	Under Construction	928 S. Broadway	Apartments Live-Work Apartments Retail	667 DU 17 GSF 58,700 GSF
5	Proposed	2053 E. 7 th Street	Hotel	53,350 GSF
6	Under Construction	950 E. 3 rd Street	Apartments Retail School	635 DU 30,062 GSF 532 Students
7	Proposed	201 S. Broadway	Retail/Restaurant	27,765 GSF
8	Proposed	1041 -1057 S. San Pedro Street	Apartments Condominiums Shopping Center Cinema Office Hotel	877 DU 68 DU 224,862 GSF 744 Seats 549,141 GSF 210 Rooms
9	Under Construction	400 S. Broadway	Apartments Retail Bar	450 DU 6,904 GSF 5,000 GSF
10	Proposed	1525 E. Industrial Street	Apartments Creative Office Retail Restaurant	328 DU 27,300 GSF 6,400 GSF 5,700 GSF
11	Proposed	601 S. Main Street	Condominiums Retail	452 DU 25,000 GSF
12	Under Construction	2051 E. 7 th Street 695 S. Santa Fe Avenue	Apartments Retail Restaurant	320 DU 15,000 GSF 5,000 GSF
13	Under Construction	737 – 755 S. Spring Street	Apartments Pharmacy/Drugstore	320 DU 25,000 GSF
14	Proposed	401 E. 7 th Street	Affordable Housing	99 DU

**Table 2-1
Related Projects List**

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
15	Proposed	2650 E. Olympic Boulevard	Apartments Retail High-Turnover Restaurant Office	1,000 DU 34,000 GSF 46,000 GSF 230,000 GSF
16	Proposed	826 S. Mateo Street	Live-Work Condominiums Retail Restaurant	90 DU 11,000 GSF 5,600 GSF
17	Under Construction	555 S. Mateo Street	Retail	153,000 GSF
18	Under Construction	2030 E. 7 th Street	Office Retail	243,000 GSF 40,000 GSF
19	Proposed	340 S. Hill Street	Apartments Affordable Housing Office Quality Restaurant	406 DU 22 DU 2,980 GSF 2,630 GSF
20	Proposed	540 S. Santa Fe Avenue	Office	89,825 GSF
21	Proposed	360 S. Alameda Street	Apartments Restaurant Creative Office	52 DU 2,400 GSF 6,900 GSF
22	Under Construction	118 S. Astronaut E.S. Onizuka Street	Apartments	77 DU
23	Under Construction	649 S. Wall Street	Medical Office Assisted Living	66 Employees 55 Beds
24	Proposed	410 N. Center Street	Office	110,000 GSF
25	Proposed	300-306 S. Main Street	Apartments High-Turnover Restaurant Retail	471 DU 27,780 GSF 5,190 GSF
26	Proposed	400 S. Alameda Street	Hotel Restaurant Specialty Retail	66 Rooms 2,130 GSF 840 GSF
27	Proposed	719 E. 5 th Street	Apartments Retail	160 DU 7,500 GSF
28	Proposed	2130 E. Violet Street	Office Retail Restaurant	94,000 GSF 3,500 GSF 4,000 GSF
29	Approved	929 E. 2 nd Street	Retail Private Retail Private Event Space Private Drinking Space Private Office Private Health Club Private Movie Theater	36,955 GSF 1,024 GSF 8,157 GSF 10,784 GSF 45,759 GSF 6,378 GSF 49 Seats
30	Proposed	633 S. Spring Street	Hotel Quality Restaurant	176 Rooms 8,430 GSF

**Table 2-1
Related Projects List**

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
			Bar/Lounge Conference Space	5,290 GSF 1,200 GSF
31	Proposed	1800 E. 7 th Street	Apartment Retail Restaurant	122 DU 3,245 GSF 4,605 GSF
32	Proposed	1722 E. 16 th Street	Restaurant	8,515 GSF
33	Proposed	668 S. Alameda Street 1562 Industrial Street	Live-Work Apartments Live-Work Office Specialty Retail Office Restaurant Supermarket	475 DU 25,200 GSF 17,500 GSF 7,900 GSF 16,300 GSF 15,300 GSF
34	Approved	955 S. Broadway	Apartments Retail	201 DU 6,000 GSF
35	Proposed	850 S. Hill Street	Apartments Retail Restaurant	305 DU 3,499 GSF 3,500 GSF
36	Proposed	433 S. Main Street	Condominiums Retail Coffee Shop	196 DU 5,300 GSF 900 GSF
37	Proposed	520 S. Mateo Street	Apartments Office Retail Restaurant Museum	600 DU 110,000 GLSF 15,000 GSF 15,000 GSF 10,000 GSF
38	Proposed	1100 S. Main Street	Apartments Retail	379 DU 25,810 GSF
39	Proposed	755 S. Los Angeles Street	Retail Office Quality Restaurant	16,694 GSF 60,243 GSF 26,959 GSF
40	Under Construction	222 W. 2 nd Street	Apartments Office Retail	107 DU 534,044 GSF 7,200 GSF
41	Proposed	100 S. Broadway	Apartments Office Supermarket Quality Restaurant High-Turnover Restaurant	1,127 DU 285,088 GSF 50,000 GSF 22,200 GSF 53,389 GSF
42	Proposed	333 W. 5 th Street	Condominiums Hotel Restaurant/Bar Meeting Space	100 DU 200 Rooms 27,500 GSF 4,500 GSF
43	Proposed	1101-1129 E. 5 th Street 445 S. Colyton Street	Apartments Retail Restaurants Hotel Art Gallery Art School	129 DU 26,979 GSF 31,719 GSF 113 Rooms 10,341 GSF 2,340 GSF
44	Proposed	330 S. Alameda Street	Apartments Retail Creative Office	186 DU 11,925 GSF 10,415 GSF
45	Proposed	709-755 S. Wall Street	Office	53,200 GSF

**Table 2-1
Related Projects List**

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
			Apartments Retail High-Turnover Restaurant Event Space	323 DU 4,400 GSF 4,420 GSF 125 Persons
46	Proposed	333 S. Alameda	Apartments Retail	994 DU 99,000 GSF
47	Proposed	401-405 S. Hewitt Street	Office Retail Restaurant	255,514 GSF 4,970 GSF 9,936 GSF
48	Proposed	1206-1278 E. 6 th Street 640 S. Alameda Street	Apartments Hotel Condominiums Quality Restaurant High-Turnover Restaurant Retail Office Art Museum School	1,305 DU 412 Rooms 431 DU 22,639 GSF 22,639 GSF 82,332 GSF 253,514 GSF 22,429 GSF 300 Students
49	Proposed	527 S. Colyton Street	Apartments Affordable Housing Retail Production Space	275 DU 35 DU 11,375 GSF 11,736 GSF
50	Proposed	609 E. 5 th Street	Apartments	151 DU
51	Proposed	713 E. 5 th Street	Apartments	51 DU
52	Proposed	940 E. 4 th Street	Apartments Office Retail	93 DU 6,000 GSF 14,248 GSF
53	Under Construction	237-249 S. Los Angeles Street	Sports Complex	43,453 GSF
54	Under Construction	1000 S. Santa Fe Avenue	Market Health Club Restaurant	14,193 GSF 6,793 GSF 10,065 GSF
55	Proposed	640 S. Santa Fe Avenue	Office Retail Restaurant	91,185 GSF 9,430 GSF 6,550 GSF
56	Under Construction	1745 E. 7 th Street	Apartments Retail	57 DU 6,000 GSF
57	Proposed	361 S. Spring Street	Hotel Meeting Space	315 Rooms 2,000 GSF
58	Proposed	670 S. Mesquite Street	Apartments Hotel Retail Restaurant Event Space Gym Grocery Creative Office	308 DU 236 Rooms 79,240 GSF 89,576 GSF 93,617 GSF 62,148 GSF 56,912 GSF 944,055 GSF

**Table 2-1
Related Projects List**

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
59	Proposed	676 S. Mateo Street	Live-Work Apartments Live-Work Office Restaurant Retail	185 DU 3,900 GSF 15,005 GSF 8,375 GSF
60	Proposed	2117 – 2143 E. Violet Street	Apartments Arts & Production Retail Office	320 DU 5,519 GSF 46,670 GSF 224,292 GSF
61	Proposed	2159 E. Bay Street	Office Retail	203,670 GSF 18,330 GSF
62	Proposed	656 S. Stanford Avenue	Apartments	82 DU
63	Approved	554 S. San Pedro Street	Affordable Housing Retail Apartments Office Flexible Space	378 DU 1,758 GSF 4 GSF 4,410 GSF 5,932 GSF
64	Proposed	930 E. 6 th Street	Apartments Retail	236 DU 12,000 GSF
65	Proposed	600 S. San Pedro Street	Affordable Housing Apartments Office Commercial	298 DU 5 DU 16,773 GSF 3,136 GSF
66	Proposed	508 E. 4 th Street	Apartments	41 DU
67	Proposed	701-717 S. Maple Avenue	Apartments Retail Restaurant	452 DU 6,801 GSF 6,802 GSF
68	Under Construction	437 W. 5 th Street	Condominiums Restaurant	660 DU 13,742 GSF
69	Proposed	443 S. Soto Street	Charter School (K-5)	625 Students
70	Proposed	1005 S. Mateo Street	Industrial Park	94,849 GSF
71	Under Construction	354 S. Spring Street	Apartments	212 DU
72	Under Construction	810 E. 3 rd Street	Live-Work Apartments Drinking Place Quality Restaurant High Turnover Restaurant Retail	4 DU 3,047 GSF 285 GSF 209 GSF 6,171 GSF
73	Proposed	2001 E. Washington Boulevard	Industrial	187,000 GSF
74	Proposed	100 S. Boyle Avenue	Affordable Housing Managers Unit Retail	43 DU 1 DU 8,000 GSF
75	Proposed	1100 E. 5 th Street	Live-Work Apartments Live-Work Office Office Restaurant	220 DU 4,350 GSF 15,671 GSF 19,609 GSF

**Table 2-1
Related Projects List**

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
76	Proposed	920 S. Hill Street	Retail	9,250 GSF
			Apartments	239 DU
			Retail	5,400 GSF
77	Proposed	2110 Bay Street	Apartments	110 DU
			Commercial	43,657 GSF
			Creative Office	113,350 GSF
78	Proposed	641 Imperial Street	Live-Work Apartments	140 DU
79	Proposed	655 S. San Pedro Street	Office	14,700 GSF
			Apartments	81 DU
80	Proposed	Union Station Terminal Annex	Apartments	22 DU
			Office	7,443,20 GSF
			Retail	0 GSF
			Hotel	645,000 Rooms
			Restaurant	750 GSF
			Museum	20,000 GSF
70,000				
<i>GLSF = gross leasable square feet GSF = gross square feet DU = dwelling unit</i> <i>Source: LLG Engineers, March 2019.</i>				

In addition to the 80 related projects listed on **Table 2-1**, the City is currently updating the Central City and Central City North Community Plans as part of an effort called “DTLA 2040”. The two plan areas together comprise the new Downtown Community Plan. The purpose of the new Downtown Community Plan is to develop and implement a future vision for Downtown Los Angeles that supports and sustains ongoing revitalization, while accommodating projected future growth. Downtown Los Angeles is a rapidly changing setting within the City, supports a variety of economic opportunities and entrepreneurship, people (both workers and residents), culture and distinct neighborhoods, and Downtown Community Plan will include new development options, densities, and intensities.² A preliminary Draft Downtown Community Plan was released in July 2019.

In addition, the City has received funding from Metro's Transit Oriented Development Planning Grant Program, which encourages cities to adopt and implement land use regulations that support transit ridership and vibrant neighborhoods around transit stations. As such, the Downtown Community Plan will focus on Metro's new Regional Connector and existing transit station areas to improve the walkability and transit orientation of neighborhoods in Downtown Los Angeles.

The Regional Connector, currently under construction and anticipated to open in 2021, will be a 1.9-mile underground light-rail system extension that will connect the Metro Gold Line to the 7th Street/Metro Center Station. Specifically, the Regional Connector will allow for a direct connection between the cities of Azusa and Long Beach and between East Los Angeles and Santa Monica,

² *City of Los Angeles, DTLA 2040, About DTLA 2040, Welcome to the Downtown Community Plans, www.dtlA2040.org/about.html, March 2019.*

and three new stations will be added at 1st Street/Central Avenue (Little Tokyo/Arts District Station), 2nd Street/Broadway (Historic Broadway Station), and 2nd Street/Hope Street (Grand Avenue Arts/Bunker Hill Station).³ The Regional Connector will also improve access to both local and regional destinations by providing connectors to other rail lines via the 7th Street/Metro Center Station. Specially, the new rail lines at the 7th Street/Metro Center station would be served by the light rail A Line and E Line, heavy rail Red Line and Purple Line. These lines have their terminus at this Metro Center Station, which helps improve overall connections in and around the downtown area of the City.

Project Characteristics

The Project includes demolition and removal of the existing 16,960 square-foot building and surface parking area from the Project Site and development of the Project Site with a single mixed-use building that would provide 106 live/work condominium units and approximately 119,843 square feet of commercial space, including 13,979 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square feet of office space. Of the 106 live/work condominium units, 6 units would be two-bedroom with a loft; 29 would be two-bedroom units; 25 would be one-bedroom loft units; and 30 would be single studio units. Of the 106 proposed units, 9 units (11 percent of base density, which is 78 units) would be set aside as Very Low Income units.

Overall, the development of the Project Site would encompass roughly 257,287 square feet of mixed residential, restaurant, office, and commercial land uses in one 127-foot tall podium-designed building with two levels of above-grade and one level of subterranean parking, accommodating 402 vehicle parking spaces. Approximately 24,020 square feet of common indoor, outdoor, and private open space would also be provided. Vehicular access to the Project would be provided via driveways along Bay Street and Sacramento Streets into the subterranean parking garage. Site plans, floor plans, elevations, and elevation perspectives for the Project are included on **Figures 2-3 through 2-9**. A breakdown of the proposed land uses for the Project is shown in **Table 2-2**, below.

**Table 2-2
Breakdown of Land Uses**

Land Use	Size
Residential	
Residential Units	119,941 sf (106 du)
Residential Loft ^a	3,282 sf
Residential Exterior ^b	14,219 sf
<i>Total Residential</i>	<i>106 du (194,831 sf)</i>
Commercial Retail	13,979 sf
Restaurant	13,126 sf

³ <https://www.metro.net/projects/connector/>

Office	92,740 sf
Total	257,287 sf
<i>du = dwelling unit(s) sf = square feet</i> <i>a Includes loft square-footage within residential units, where applicable.</i> <i>b Includes stairwell, hallways, small gathering areas not counted under retail, office, or restaurant.</i>	

Density and Floor Area

The requested Project entitlements include a Vesting Zone Change and Height District Change to change the existing M3-1 zoning designation to CM-2. Consistent with LAMC Section 12.17.1, the new zone will allow residential density corresponding to R3 density, permitting both live/work and commercial uses at the Project Site. The proposed Height District No. 2 would allow a 6:1 Floor Area Ratio (FAR). The Project Site (which is comprised of two parcels) has a total lot area of 62,111 square feet, with a buildable lot area of 56,305 square feet. Total floor area permitted by the proposed zone is approximately 337,833 square feet. As proposed, the Project provides 257,287 square feet of total floor area, which is a 4.57:1 FAR and within the allowable floor area for Height District No. 2 as proposed for the Project Site.

Parking

A minimum of 395 vehicle parking stalls would be required of the Project. Vehicle parking would be provided within two levels of above-grade parking and one subterranean parking level and would include 402 vehicle parking spaces. Nine (9) Americans with Disabilities Act (ADA) stalls would be provided on the first parking level.

Additionally, in accordance with the updated Bicycle Parking Ordinance (Ordinance 185,480), the Project would be required to provide 112 long-term and 33 short-term bicycle parking spaces for a total of 145 spaces. The Project would meet the short-term bicycle parking requirements and would exceed the bicycle parking requirements by 2 spaces (one short term space and one long term space).

Open Space and Landscaping

Per LAMC Section 12.21 G, the Project is required to provide open space (both indoor and outdoor allowed) for its residential uses. Specifically, 15,050 square feet of total open space is required for the Project. In total, the Project is providing 24,020 square feet of common outdoor, private, and common indoor open space to satisfy these requirements. This is a surplus of 8,970 square feet of open space being provided beyond what is required per the LAMC. As shown in **Table 2-3**, below, the Project proposes a third level common open space courtyard roughly 4,129 square feet in size, 10,828 square feet of common open space on the roof-top of the building, which also includes 3,763 square feet of indoor open space designed as a roof amenity.

**Table 2-3
Private/Common Open Space Components**

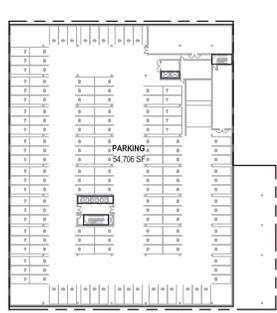
Common Open Space Component	Size
<i>Common Outdoor Open Space (Open to Sky)</i>	
Level 03 Courtyard	4,129 sf
Level R09/CO7 Rooftop	10,828 sf
<i>Subtotal</i>	<u>14,957 sf</u>
<i>Private Open Space (Balconies)</i>	
Level L02 thru R08	<u>5,300 sf¹</u>
<i>Common Indoor Open Space</i>	
Level R09/CO7 Roof Amenities	<u>3,763 sf</u>
Total	24,020 sf
<i>sf = square feet</i>	
¹ <i>This includes accountable open space, not solely provided open space.</i>	

The residential landscaped areas include ground floor open space and courtyard spaces, as well as roof terraces on the 8th floor. The 3rd floor open space would be accessible through two paseos located along the northern and southern edge of the development. The upper level courtyard spaces would be accessible to residents via the shared building interior corridors. A portion of the roof terrace on the 8th floor may contain green roof areas that would be inaccessible except for maintenance activities. Frontage along Bay, Sacramento, and Mateo Streets would be landscaped with street trees and associated planters.

The landscaped areas would be designed consistent with the requirements and guidelines established by the City, including the Landscape Ordinance Guidelines (Ordinance No. 170,978). The plant selections and irrigation would be designed to meet all water efficient landscape requirements. A weather-based controller would regulate the automatic drip irrigation system in all of the planting areas within the Project Site.

The ground floor would include open space with planting areas. Seat walls and furniture that meet ADA standards would be provided. Planters would be included with shade tolerant trees, shrubs, and ground cover. Landscaping also would be used as a way-finding feature and would include shade tolerant hedges as well as wall-mounted green wall modules lining the pedestrian accessible portions of the Project Site. Paving throughout the site would be selected in accordance to the Los Angeles Green Building and Department of Building and Safety requirements.

Finally, per LAMC Section 12.21.G.2(a)(3), 41 trees would be required for the Project. These trees would be planted in the public plaza on the ground floor, along sidewalks, on the level 3 courtyard area, and on the level 7 roof area.



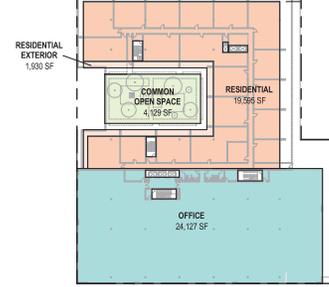
L0 GROSS AREA - LOWER LEVEL 01



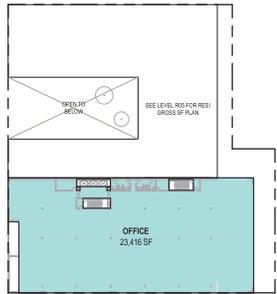
L1 GROSS AREA - LEVEL 01



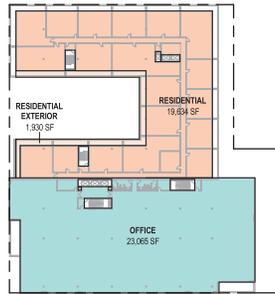
L2 GROSS AREA - LEVEL 02



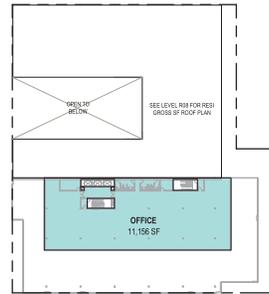
L3 GROSS AREA - LEVEL 03 - COURTYARD



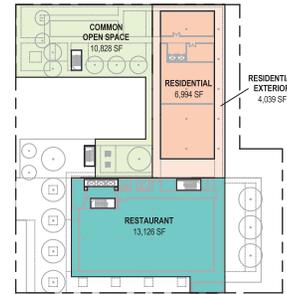
L4 GROSS AREA - LEVEL C04



L5 GROSS AREA - LEVEL C05/R06



L6 GROSS AREA - LEVEL C06 - MEZZANINE



L7 GROSS AREA - LEVEL C07/R08 - ROOFTOP

BUILDING AREA (FAR) - BY PROGRAM	
PROGRAM	AREA
RETAIL	13,979 SF
OFFICE	92,740 SF
RESTAURANT	13,126 SF
RESIDENTIAL	119,941 SF
RESIDENTIAL LOFT	3,282 SF
RESIDENTIAL EXTERIOR	14,219 SF
GRAND TOTAL	257,287 SF

BUILDING AREA - OPEN SPACE	
PROGRAM	AREA
COMMON OPEN SPACE	4,129 SF
COMMON OPEN SPACE	10,828 SF
GRAND TOTAL	14,957 SF

GROSS BUILDING AREA (FAR) - BY LEVEL	
LEVEL	AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,416 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R08 - ROOF DECK	24,159 SF
LEVEL C07/R09 - MECH	0 SF
GRAND TOTAL	257,287 SF

FAR MAX (CM-2-RIO): 6.0	337,830 SF
FAR PROPOSED: 4.57	257,287 SF

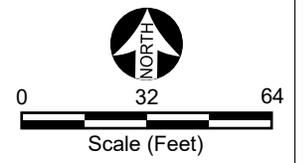
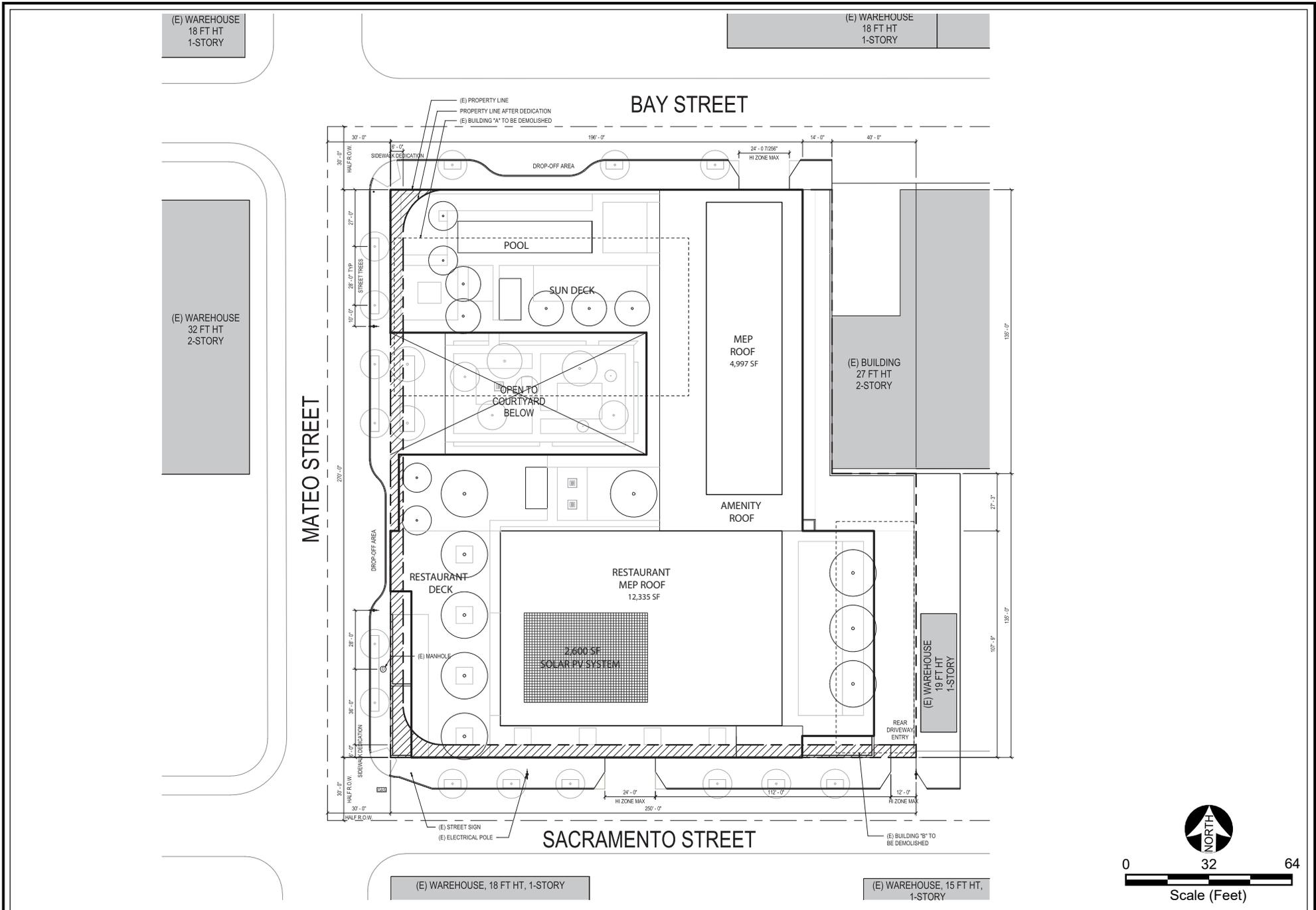


Figure 2-4
Site Plan Level 01

Source: Gensler, 2019.



MATERIALS LEGEND

- | | |
|-------------------------|------------------------|
| ① Expanded Metal Skin | ⑥ Metal Mullion System |
| ② Metal Mesh Guardrails | ⑦ Formwork Concrete |
| ③ Brick | ⑧ Sliding Door System |
| ④ Operable Metal Panels | ⑨ Folding Door System |
| ⑤ Low-E Coated Glazing | ⑩ Exposed Concrete |

Source: Gensler, 2019.

Figure 2-5
Exterior Elevation – East



MATERIALS LEGEND

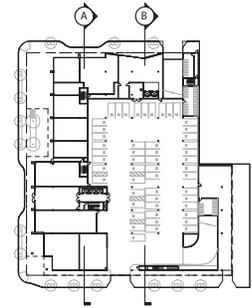
- | | |
|-------------------------|------------------------|
| ① Expanded Metal Skin | ⑥ Metal Mullion System |
| ② Metal Mesh Guardrails | ⑦ Formwork Concrete |
| ③ Brick | ⑧ Sliding Door System |
| ④ Operable Metal Panels | ⑨ Folding Door System |
| ⑤ Low-E Coated Glazing | ⑩ Exposed Concrete |



Source: Gensler, 2019.

Figure 2-7
Perspective Elevation – West





KEY PLAN



BUILDING HEIGHT
127'-0"

Source: Gensler, 2019.

Figure 2-9
Section A

Site Access and Circulation

Vehicular Access

Existing vehicular access to the Project Site is provided via one gated driveway along the south side of Bay Street and one gated driveway along the north side of Sacramento Street. The existing driveways accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

Proposed vehicular access to the Project also would be provided via one driveway along the south side of Bay Street and one driveway along the north side of Sacramento Street, similar to existing conditions. Descriptions of the Project driveways are provided below:

- *Bay Street Project Driveway:* The Bay Street driveway will provide access to the subterranean level of the on-site parking garage. It is proposed to serve the residential parking spaces associated with the residential component of the Project. The Bay Street driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).
- *Sacramento Street Project Driveway:* The Sacramento Street driveway will provide access the ground level and above-grade level of the on-site parking garage. It is proposed to serve the commercial parking spaces located on the ground level, which are associated with the restaurant and retail components of the Project, and the parking spaces located on the above-grade level, which are associated with the office component of the Project. The Sacramento Street driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

Bicycle Access

Proposed bicycle access to the Project will also be provided via Bay Street and Mateo Street. The Project will provide bicycle parking on-site for residents, visitors, and commercial employees of the Project. Bicycle parking spaces would be installed in compliance with the *Bicycle Parking Ordinance, Los Angeles Municipal Code* (City of Los Angeles, March 27, 2018) (LAMC) Section 12.21 A16(a)(2). Bicycle spaces would be provided in Level 01.

Architecture and Design

The exterior finishes used for the Project include concrete, metal, and glass. The base of the building has transparent ground floors with floor-to-ceiling storefront windows. The entries to all buildings have been slightly inset (roughly 6 feet) to create a break in the front building façade and add an element of interest. Variations of green plantings are introduced to create a complex pattern on the facades. Metal trim is used to add depth and to accentuate the cutout portions for the courtyards and in particular, the 3rd floor open space area.

Project Design Features

The following Project Design Features (PDFs) are included as part of the Project:

ENERGY-PDF-1: The Project shall not include natural gas-fueled fireplaces in the proposed residential units.

ENERGY-PDF-2: The Project shall provide vehicle parking spaces that would be pre-wired and capable of accommodating EV charging stations in accordance with Ordinance No. 186,485.

ENERGY-PDF-3: Windows would be included in all living units and common spaces for natural daylight, reducing the need for overhead lighting impacting the need for electricity. High-performance dual-pane windows and exterior materials would be used in order to reduce the need for energy driven mechanical systems.

ENERGY-PDF-4: Active energy conservation strategies would include implementing LED lighting with daylighting controls and dimming capabilities, installing motion detector controls for all circulation and auxiliary spaces, providing Energy Star qualified appliances.

ENERGY-PDF-5: High-efficiency toilets with a flush volume of 1.0 gallon per flush, or less.

ENERGY-PDF-6: Showerheads with a flow rate of 1.5 gpm or less.

ENERGY-PDF-7: Residential bathroom faucets equipped with aerators to reduce flow to 1.0 gpm or less.

ENERGY-PDF-8: Drip/subsurface irrigation (micro-irrigation)

ENERGY-PDF-9: Micro-spray

ENERGY-PDF-10: Proper hydro-zoning/zoned irrigation (group plants with similar water requirements)

ENERGY-PDF-11: Drought-tolerant plants – 50 percent of total landscaping

GHG-PDF-1: The Project shall prohibit the use of natural gas-fueled fireplaces in the proposed live/work units.

GHG-PDF-2: The Project shall provide filtered outside air supply sufficient to meet American Society of Heating, Refrigerating, and Air Conditioning Engineers (ASHRAE) 62.1 standards.

GHG-PDF-3: Participation in fundamental refrigerant management to preclude the use of chlorofluorocarbons (CFCs) in heating, cooling, and ventilation (HVAC) systems.

- GHG-PDF-4:** Use of adhesives, sealants, paints, finishes, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.
- GHG-PDF-5:** Installation of a Low Impact Development (LID) compliant on-site stormwater treatment system, capable of treating the volume of stormwater runoff from a local 85th percentile storm event.
- GHG-PDF-6:** Installation of pre-treatment stormwater infrastructure for the stormwater runoff tributary to the on-site stormwater treatment system.
- GHG-PDF-7:** During construction of the Project, best management practices (BMPs) would be implemented to control stormwater runoff and minimize pollutant loading and erosion effects.
- GHG-PDF-8:** During operation, BMPs would be implemented to minimize pollutant loading in stormwater runoff.
- GHG-PDF-9:** Contractors would reference Partnership for Advancing Technology in Housing (PATH) and other current references for state-of-the-art construction methods, materials, and mechanical equipment and utilize same methods where applicable.
- GHG-PDF-10:** Recycling and reuse of building and construction materials to the maximum extent feasible, including the on-site recycling and reuse of concrete removed during demolition and salvaging of existing appliances and fixtures.
- GHG-PDF-11:** Use of sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible.
- GHG-PDF-12:** 15 percent of the roof area shall be set aside for future solar panels
- GHG-PDF-13:** Waste diversion accounting shall be utilized.
- GHG-PDF-14:** Installation of a “cool roof” that reflects the sun’s heat and reduces urban heat island effect.
- GHG-PDF-15:** At least 50 percent of construction and demolition debris from Project construction would be diverted from landfills.
- GHG-PDF-16:** Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.
- GHG-PDF-17:** Use of locally (within 500 miles) manufactured construction materials and of building materials with recycled content, where possible.

GHG-PDF-18: Provision of EV charging stations in the parking structure in compliance with Ordinance No. 186,485

GHG-PDF-19: Provision of parking spaces that are capable of supporting future electric vehicle charging equipment in compliance with Ordinance No. 186,485.

GHG-PDF-20: Installation of Energy Star-labeled products and appliances, where appropriate.

GHG-PDF-21: Meeting or exceeding Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2016 Energy Efficiency Standards requirements. Examples of design methods and technologies that could be implemented may include but would not be limited to high-performance glazing on windows, appropriately-oriented shading devices, high-efficiency boilers (if single metered); instantaneous water heaters (if individual meters), and enhanced insulation to minimize thermal gain.

GHG-PDF-22: Application of energy-saving lighting technologies and components to reduce the Project's electrical usage profile. Examples of these components include occupancy-sensing controls (where applicable), use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, and exterior lighting controlled by photo sensor and/or timeclocks to ensure safety and visibility while preventing unnecessary energy usage.

GHG-PDF-23: Commissioning of building energy systems to verify that the Project's building energy systems are installed, calibrated, and performing to the Owner's Project requirements.

GHG-PDF-24: Water conservation measures shall include:

- High-efficiency toilets (with flush volume of 1.06 gallons of water per flush or less) throughout, including ultra-low-flow urinals in all nonresidential restrooms, as appropriate.
- Residential lavatory faucets with a maximum flow rate of 1.2 gallons per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute.
- High-efficiency washers, whether within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less). Equipment is required to be Energy Star-certified.
- High-efficiency dishwasher within individual units, using 3.5 gallons per cycle or less. Equipment is required to be Energy Star-certified.
- No-flush or waterless urinals in all nonresidential restrooms as appropriate.

- Nonresidential lavatory faucets with a maximum flow rate of 0.4 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Nonresidential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms, where appropriate.
- Water-saving pool filter.
- Pool/spa recirculating filtration equipment.
- Pool splash troughs around the perimeter that drain back into the pool.
- Leak detection system for swimming pools and Jacuzzi.
- Minimum irrigation system distribution uniformity of 75 percent.
- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape contouring to minimize precipitation runoff.
- Use of landscape contouring to minimize precipitation runoff.

TRA-PDF-1: Reduce Parking Supply: This measure encourages alternative transportation choices. The degree of effectiveness of this measure varies based on the surrounding area, level of existing transit service, level of existing pedestrian and bicycle networks and other factors which would complement the shift away from single-occupant vehicle travel. The Project will provide 402 parking spaces (i.e., 140 spaces less than the 542 spaces required per LAMC prior to consideration of allowable adjustments).

TRA-PDF-2: Bicycle Infrastructure: These improvements help reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient. The Project should provide a maximum commitment to implementing/improving on-street bicycle facilities, providing bicycle parking per the LAMC and providing secure ancillary bike facilities such as indoor bicycle parking/lockers, showers, and repair stations. The Project will provide the minimum number of short-term and long-term bicycle parking spaces for the residential and commercial components.

TRA-PDF-3: Neighborhood Enhancement: Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The project should ensure a maximum commitment to providing pedestrian network improvements within the project and to off-site connections. The Project will include pedestrian access points directly to sidewalks on the adjacent streets. Specifically, a walk-in entrance to the Project’s residential component is proposed via Bay Street. Additionally, a walk-in entrance to the Project’s office and restaurant components is proposed via Mateo Street. Pedestrian access to the ground floor retail uses is proposed via adjacent streets. The Project will improve existing sidewalks or construct new sidewalks on Bay Street, Mateo Street and Sacramento Street adjacent to the site.

Construction Phasing

The Project’s construction would occur over an approximately 24-month period and would include the following phases: demolition, site preparation, grading and excavation, and building construction. The grading and excavation phase would require the export of approximately 39,985 cubic yards of material. The approximate overall construction schedule for the Project is shown on **Table 2-4**.

**Table 2-4
Approximate Project Construction Schedule**

Phase	Duration	Notes
Demolition	Approximately 1 month	Demolition of asphalt parking lot and existing structure
Grading	Approximately 2 months	38,985 cubic yards of export hauled to off-site location within a 50-mile radius.
Building Construction	Approximately 18 months	No overlap with grading or site preparation phase.
Finishing (Architectural Coating)	Approximately 3 months	Some overlap with building construction phase.
<i>Note: The approximate construction schedule assumes a 5-day workweek.</i>		

Haul Route

The facility or facilities which will receive the Project’s export materials generated during construction have not been identified at this time. However, several facilities are located within a 50-mile radius of the Project Site, including, but not limited to: Active Recycling MRF and Transfer Station on Slauson Avenue in the City of Los Angeles (South Los Angeles), American Reclamation CDI Processing Facility on Doran Street in the City of Los Angeles (Atwater Village), Downtown Diversion on Olympic Boulevard in the City of Los Angeles (Butte Street Junction), and Manning Pit in the City of Irwindale. The Project’s haul route would be required to be approved

by the City. Project haul trucks would use the most direct route to transport demolition and construction debris from the Project Site to a designated recycling facility and/or landfill. Likely routes will leave the Project Site via Bay Street and Sacramento Street and would most likely utilize Mateo Street towards the I-10 Freeway to the South.

Requested Discretionary Actions

In order to implement the Project, the Project Applicant is requesting approval of the following discretionary actions from the City:

1. Pursuant to **Los Angeles Municipal Code (L.A.M.C.) Section 11.5.6**, as authorized by the Los Angeles Charter Section 555, the Applicant requests approval of a **General Plan Amendment** to revise the land use designation in the Central City North Community Plan from Heavy Industrial to Commercial Industrial to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units (“LW”), of which 9 units (11% of the base density, which is 78 units) will be set aside as Restricted Affordable units at a Very Low Income level, and approximately 119,845 square feet of commercial space. This request also includes the deletion of Community Plan Footnotes 1 and 6 as it relates to the Project Site from the Industrial land use category to permit a Height District 2 in the CM zone.
2. Pursuant to **L.A.M.C. Section 12.32 F & Q**, the Applicant requests approval of Vesting Zone Change from M3-1-RIO to CM-2-RIO to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units, of which 9 units (11% of the base density, which is 78 units) will be set aside as Restricted Affordable units at a Very Low Income level, and approximately 119,845 square feet of commercial space.
3. Pursuant to **L.A.M.C. Section 12.32 F**, the Applicant requests approval of a Height District change from M3-1-RIO to CM-2-RIO to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units, of which 9 units (11% of the base density, which is 78 units) will be set aside as Restricted Affordable units at a Very Low income level, and approximately 119,845 square feet of commercial space. The Project’s proposed floor area ratio is equal to 4.57:1.
4. Pursuant to **L.A.M.C. Section 12.22 A.25** (as amended by Ordinance 179,681), the Applicants propose to set aside 11% of the site’s base density, which is 78 units, equal to 9 units, as Restricted Affordable Units at a Very Low Income level, qualifying it for a 35% density increase, parking reductions and the following incentive:

- a. On-Menu Incentive, pursuant to **L.A.M.C. Section 12.22 A.25(f)(7)**:

i. To utilize the pre-dedicated lot area of 62,111 square feet to define the site's permitted density. The request will permit a base density of 78 units in lieu of 73 units.

5. Pursuant to **L.A.M.C. Section 16.05**, the Applicant requests the approval of Site Plan Review.
6. Pursuant to California Government Code Sections 66473.1, 66474 (Subdivision Map Act) and LAMC, Section 17.00 of Article 7 (Division of Land), the Applicant requests a **Vesting Tentative Tract Map No. 74596** to merge and resubdivide 11 lots and to create 106 Live/Work condominiums within an Airspaces Subdivision consisting of one (1) master lot and six (6) air-space lots.