



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** November 14, 2024  
**Time:** After 8:30 a.m.\*  
**Place:** 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 [cpc@lacity.org](mailto:cpc@lacity.org)

**Public Hearing:** August 7, 2024  
**Appeal Status:** General Plan Amendment and Density Bonus are not appealable. Vesting Zone Change and Height District Change are appealable by the Applicant to the City Council if disapproved in whole or in part. All other actions are appealable to City Council.  
**Expiration Date:** November 15, 2024

**Case No.:** CPC-2016-3726-GPA-VZC-HD-DB-MCUP-SPR  
**CEQA No.:** ENV-2016-3727-EIR  
**Related Cases:** VTT-74549, VTT-74549-1A  
**Council No.:** 14 – de León  
**Plan Area:** Central City North  
**Plan Overlay:** River Improvement Overlay (RIO)  
**Certified NC:** Arts District Little Tokyo  
**Existing GPLU:** Heavy Industrial  
**Proposed GPLU:** Regional Commercial  
**Existing Zone:** M3-1-RIO  
**Proposed Zone:** (T)(Q)C2-2-RIO  
**Applicant:** WW-5<sup>th</sup> & Seaton LLC, XF-5<sup>th</sup> & Seaton LLC  
**Representative:** Edgar Khalatian, Mayer Brown

#### PROJECT

**LOCATION:** 1100 East 5<sup>th</sup> Street and 506 - 530 South Seaton Street, Los Angeles, CA 90013

#### PROPOSED PROJECT:

The 1100 East 5<sup>th</sup> Street Project (Project) proposes the demolition of three existing warehouse buildings and a surface parking lot for the construction of an eight-story mixed-use building comprised of 220 live/work units, of which 11 percent (25 units) would be deed-restricted for Very Low Income (VLI) households, 46,548 square feet of commercial uses, and three subterranean parking levels. The Project would total 249,758 square feet of floor area on a 1.2-acre site, resulting in a Floor Area Ratio (FAR) of 4.77:1. The Project includes a Flexibility Option that provides the flexibility to replace 20 live/work units with an additional 17,765 square feet of commercial uses, with no other changes to the scope of the Project.

#### REQUESTED ACTIONS:

##### ENV-2016-3727-EIR

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code (PRC), the consideration and certification of the **Environmental Impact Report (EIR)** for the above-referenced project and Adoption of the **Statement of Overriding Considerations** setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain;
2. Pursuant to Section 21081.6 of the California PRC, the adoption of the proposed **Mitigation Measures and Mitigation Monitoring Program**; and

3. Pursuant to Section 21081 of the California PRC, the adoption of the required **Findings** for the certification of the EIR.

#### **CPC-2016-3726-GPA-VZC-HD-DB-MCUP-SPR**

4. Pursuant to the Los Angeles City Charter Section 555 and Los Angeles Municipal Code (LAMC) Section 11.5.6, a **General Plan Amendment** to the Central City North Community Plan to change the land use designation from Heavy Industrial to Regional Commercial;
5. Pursuant to LAMC Sections 12.32 F and Q, a **Vesting Zone Change** and **Height District Change** from the M3-1-RIO Zone to the (T)(Q)C2-2-RIO Zone;
6. Pursuant to LAMC Section 12.24 W.1, a **Main Conditional Use Permit** for the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to four establishments;
7. Pursuant to LAMC Section 12.22 A.25, a **Density Bonus Compliance Review** for a Housing Development Project setting aside 11 percent (25 units) of the proposed density for VLI households for a period of 55 years, and with the following requested incentives and waivers:
  - a. An **On-Menu Incentive** to allow a 20 percent reduction in the required amount of open space for the Project;
  - b. An **On-Menu Incentive** to allow a 10 percent reduction in the easterly side yard setback, for a setback of 10 feet, in lieu of the otherwise required 11 feet at the lowest residential level;
  - c. A **Waiver of Development Standards** to allow a 24 percent reduction in the southerly rear yard setback, for a setback of 15 feet, 3 inches, in lieu of the otherwise required 20 feet at the lowest residential level; and
8. Pursuant to LAMC Section 16.05, a **Site Plan Review** for a project resulting in an increase of 50 or more dwelling units.

#### **RECOMMENDED ACTIONS:**

#### **ENV-2016-3727-EIR**

If the City Planning Commission denies the appeal of the Vesting Tentative Tract Map (VTT-74549-1A) and sustains the actions of the Advisory Agency:

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 P1100 E. 5<sup>th</sup> Street Project EIR No. ENV-2016-3727-EIR, SCH No. 2018021069, certified on November 14, 2024; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

#### **CPC-2016-3726-GPA-VZC-HD-DB-MCUP-SPR**

2. **Recommend** that the Mayor and City Council Approve a **General Plan Amendment** to the Central City North Community Plan to change the land use designation from Heavy Industrial to Regional Commercial;
3. **Recommend** that the City Council Approve a **Vesting Zone Change** and **Height District Change** from the M3-1-RIO Zone to the (T)(Q)C2-2-RIO Zone;



4. **Approve a Main Conditional Use Permit** for the on-site sale and dispensing of a full-line of alcoholic beverages for up to four establishments;
5. **Approve a Density Bonus Compliance Review** for a Housing Development Project setting aside 11 percent (25 units) of the proposed density for VLI households for a period of 55 years, and with the following requested incentives and waivers:
  - a. An **On-Menu Incentive** to allow a six percent reduction in the required amount of open space for the Project;
  - b. An **On-Menu Incentive** to allow a 10 percent reduction in the easterly side yard setback, for a setback of 10 feet in lieu of the otherwise required 11 feet at the lowest residential level;
  - c. A **Waiver of Development Standards** to allow a 24 percent reduction in the southerly rear yard setback, for a setback of 15 feet 3 inches in lieu of the otherwise required 20 feet at the lowest residential level;
6. **Approve a Site Plan Review** for a project resulting in an increase of 50 or more dwelling units;
7. **Adopt** the attached Conditions of Approval; and
8. **Adopt** the attached Findings.

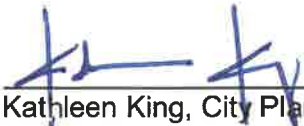
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**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent the week prior to the Commission's meeting date. 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 agendaized 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 may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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Environmental Impact Report (EIR) links:

Draft EIR: <https://planning.lacity.gov/development-services/eir/1100-e-5th-street-project-0>

Final EIR: <https://planning.lacity.gov/development-services/eir/1100-e-5th-street-project-1>

Erratum: <https://planning.lacity.gov/development-services/eir/1100-e-5th-street-project->

## PROJECT ANALYSIS

### PROJECT SUMMARY

The Project would involve the demolition of the existing warehouses and surface parking lot, and the construction of an eight-story, mixed-use building with 220 live/work units, 46,548 square feet of commercial uses, 22,725 square feet of open space for residents, and three subterranean parking levels. Eleven percent of the live/work units (25 units) would be deed-restricted for Very Low Income (VLI) households. The Project would also include a 4,941 square-foot publicly-accessible ground floor outdoor courtyard, accessible from 5<sup>th</sup> Street and Seaton Street. Vehicle ingress/egress would be provided from Seaton Street via one driveway. The Project would total 249,758 square feet of floor area on a 52,411 square foot (1.2-acre) site, resulting in a Floor Area Ratio (FAR) of 4.77:1. The maximum height of the proposed building would be 116 feet to the top of the parapet.

The Project includes a Flexibility Option to replace 20 live/work units with an additional 17,765 square feet of commercial uses. If the Applicant proceeds with the Flexibility Option the Project would construct 200 live/work units and 64,313 square feet of commercial uses. The Flexibility Option would utilize the same building parameters, 11 percent (22 units) of the live/work units would continue to be deed-restricted for VLI households, and there would be no other changes to the Project. Unless otherwise noted, the analysis, findings, and Conditions of Approval below apply to both the Project and Flexibility Option and are referred to as the Project.



*1100 5<sup>th</sup> Street Mixed-Use Building Facing Seaton Street*

### BACKGROUND

#### **Location and Setting**

The 1.2-acre Project Site is located within the Arts District neighborhood within the Central City North Community Plan area of the City of Los Angeles (City). The Project Site is bounded by 5<sup>th</sup> Street to the north, Seaton Street to the west, and industrial and commercial properties to the east and south. Major arterial roadways in the area include Alameda Street and 4<sup>th</sup> Street, located one block west and north of the Project Site respectively.



*Aerial View of the Project Site*

### **Project Site Characteristics**

The rectangular-shaped Project Site is located at the northwestern corner of 5th Street and Seaton Street, with street frontages of approximately 150 feet along 5th Street and approximately 360 feet along Seaton Street. The Project Site and surrounding area's topography is flat.

The Project Site is located within a Methane Zone and would be required to comply with the LAMC methane seepage regulations for new projects to control methane intrusion emanating from geologic formations. The site is not located within a Hillside Area, Very High Fire Hazard Severity Zone, Flood Zone, or Alquist-Priolo Fault Zone. The Project Site is located within the East Los Angeles State Enterprise Zone, which permits a parking rate for commercial and office uses of two parking spaces per 1,000 square feet of gross floor area. However, the site is also subject Assembly Bill (AB) 2097, Government Code Section 65863.2, which prohibits the City from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop. Additionally, the site is within the Central Industrial Redevelopment Project Area, which limits FAR to 3:1, as set forth in Section 512 of the Redevelopment Plan. However, Section 502 of the Redevelopment Plan states that, "in the event that the General Plan, the applicable Community Plan, or any applicable City zoning ordinance is amended or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including without limitation, all Exhibits attached hereto, shall be automatically modified accordingly without the need for any formal plan amendment process"; and Section 512 of the Redevelopment Plan allows for higher maximum FARs through transfer of floor area. No other special use districts are applicable to the Project Site.



There are five non-protected trees on the Project Site and no trees within the public right-of-way adjacent to the Site. The Project would require the removal of all existing on-site trees and provide replacement trees and new street trees to the satisfaction of the Urban Forestry Division.

### **Existing Land Use Designation and Zoning**

The Project Site is located in the Central City North Community Plan, which designates the Site for Heavy Industrial land uses, and is zoned M3-1-RIO (Heavy Industrial Zone, Height District 1, River Improvement Overlay). The Heavy Industrial land use designation allows for a wide range of industrial and commercial zones and the M3 Zone permits a variety of uses and intensities. Height District 1 does not impose a maximum height limit for parcels zoned M3, but restricts the Site's FAR to 1.5:1. The M3 Zone does not require any setbacks. Further, the Project Site is subject to the Central City North Community Plan Footnote No. 6 which states, "For properties designated on zoning maps as Height District Nos. 1, 1L, 1VL, or 1XL (or their equivalent), development exceeding a floor area ratio of 1:5:1 up to 3:1 may be permitted through a zone change height district change procedure, including an environmental clearance." The RIO is a Supplemental Use District that the Project is subject to due to the site's proximity to the Los Angeles River, the purpose of which is to support the goals of the Los Angeles River Revitalization Master Plan, which subjects the Project Site to specific development regulations related to landscaping, fencing, river access, and lighting.

### **Surrounding Uses**

The Project Site is located in an urbanized area and generally surrounded by low- to medium-rise industrial and commercial buildings, as well as a few residential buildings. The Arts District neighborhood continues to undergo changes to the development landscape, with new residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses.

North: To the north of the Project Site, across 5th Street, are two-story warehouse buildings that have been converted to event space, commercial uses, and residential lofts. These parcels are presently designated for Heavy Industrial land uses and zoned M3-1-RIO; however, a 12-story, mixed-use residential and commercial project was approved in 2020 under Case Nos. CPC-2016-4475-GPA-VZC-HD-MCUP-CUX-DB-SPR and VTT-74703 and, when effectuated, would change the land use designation and zoning of the property to Regional Commercial and (T)(Q)C2-2-RIO.

East: To the east of Project Site are one- and two-story warehouse buildings operating as manufacturing and distribution businesses. These parcels are designated for Heavy Industrial land uses and zoned M3-1-RIO.

South: To the south of Project Site is a vacant lot used for film production and staging purposes. These parcels are designated for Heavy Industrial land uses and zoned M3-1-RIO.

West: To the west of the Project Site, across Seaton Street, are various one- and two-story automotive/truck service, recycling, and wholesale businesses. These parcels are designated for Heavy Industrial land uses and zoned M3-1-RIO.

As shown in the figure below, similar to the Project's General Plan Amendment request to change the Project Site's land use designation from Heavy Industrial to Regional Commercial, several surrounding projects located in the Arts District neighborhood have requested or have been recently approved for the land use designation to be changed from Heavy Industrial to Regional Commercial or other non-industrial land use designations.



*Requested/Approved General Plan Amendments Near the Project Site*

### **Regional and Local Access**

Primary regional access is provided by State Route 110 (SR-110) and the Hollywood Freeway (US-101). Alameda Street is the major arterial providing regional access to the Project Site. Vehicular access to the Site would be provided via one new driveway accessible from Seaton Street.

### **Streets and Circulation**

#### *Bureau of Engineering (BOE) Improvements*

5th Street, adjoining the subject property to the north, is designated by the Mobility Plan 2035 as an Industrial Collector, with a designated half-right-of-way (ROW) width of 34 feet for a total half-ROW width of 34 feet. Along the Project Site's street frontage, 5th Street is currently dedicated to a half-ROW width of 30 feet, with no curb or sidewalk improvements. BOE is requiring a three-foot dedication along this street frontage to complete a 33-foot half-ROW in addition to a one-foot dedication for a sidewalk easement, and improvements to install a 10-foot full-width sidewalk with tree wells, a concrete curb, and a concrete gutter.



Seaton Street, adjoining the subject property to the west, is designated by the Mobility Plan 2035 as an Industrial Collector, with a designated half-ROW width of 34 feet, for a total half-ROW width of 34 feet. Along the subject property's street frontage, Seaton Street is currently dedicated to a half-ROW width of 30 feet, with curb and sidewalk improvements. BOE is requiring a three-foot dedication along this street frontage to complete a 33-foot half-ROW, in addition to a one-foot dedication for a sidewalk easement, and improvements to install a 12-foot full-width sidewalk with tree wells

### *Living Streets Improvements*

On August 7, 2024, as part of the joint public hearing held by Deputy Advisory Agency (DAA) and Hearing Officer, and in collaboration with the Department of City Planning's Urban Design Studio and the Applicant, City Planning staff requested that the DAA consider the Living Streets typology, specifically that the Project have the flexibility to utilize and implement improvements consistent with this typology or to implement BOE's required improvements, as described above.

The Living Streets typology is a developing street treatment to retain parts of the original feel of the Arts District roadways instead of reconstructing the roadways with a traditional curb, gutter, and/or sidewalks. The DAA approved the Project, as requested. Under the Living Streets typology, the following dedications and improvements would be required:

5th Street would be improved with a concrete curb and gutter and a sidewalk with variable width. The narrowest section of the sidewalk would be 13 feet wide and include a six-foot-wide noncontiguous parkway and/or tree wells that would align with the commercial use storefronts. The sidewalk would increase in width to 19 feet and include a 12-foot wide noncontiguous parkway and/or tree wells at the corner of 5th Street and Seaton Street and at the east end of the Site to align with the Project's proposed pedestrian paseo, accessible from 5th Street. The improvements would allow for the completion of a 20-foot half roadway, as measured from the centerline and a 14-foot half roadway where the sidewalk width is increased, any necessary removal and reconstruction of existing improvements, and the necessary transitions to join the existing improvements.

Seaton Street would be improved with a concrete curb and gutter and a sidewalk with a variable width. The narrowest section of the sidewalk would be 13 feet wide and include a six-foot noncontiguous parkway and/or tree wells. The sidewalk would increase in width to 21 feet and include a 14-foot noncontiguous parkway and/or tree wells at the corner of Seaton Street and 5th Street and mid-block to align with the Project's pedestrian paseo on Seaton Street, suitable surfacing to join to complete a 20-foot half roadway from centerline and a 12-foot half roadway where the sidewalk width is increased, and improve the newly dedicated corner cut with a concrete sidewalk, adjoining the increased sidewalk widths along 5th Street and Seaton Street, that includes low planting landscaping and construction of a new curb ramp perpendicular to each roadway.

### **Public Transit**

Public transit service in the vicinity of the Project Site is currently provided by multiple local lines and regional lines via stops along Alameda Street and Palmetto Street. Public transit service in the immediate Project vicinity is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH). The bus lines include Metro Local Lines 18, 53, 62, and Metro Rapid 720, the LADOT DASH A bus, and Commuter Express. Additionally, the Project Site is approximately 0.7 miles southeast of the Metro A and E Line Little Tokyo/Arts District Station.

## **Bicycle Facilities**

The City's 2010 Bicycle Plan identifies the City's vision for a more integrated bicycle network throughout the City, including within the Project vicinity. Currently, there are no existing bicycle lanes, path, or routes adjacent to the Project Site. Dedicated Class II bicycle lanes are located along Mateo Street, southbound on Central Avenue and westbound on 6<sup>th</sup> Street. A dedicated Class III bicycle route is located eastbound on 6<sup>th</sup> Street. Class IV bike lanes are located northbound on Central Avenue between 5<sup>th</sup> Street and 6<sup>th</sup> Street.

## **Land Use Policies**

The Project Site is located within the Central City North Community Plan, the East Los Angeles State Enterprise Zone, the Central Industrial Redevelopment area, Transit Priority Area, the RIO, and East Los Angeles State Enterprise Zone; and is subject to AB 2097 (Government Code Section 65863.2).

### *Central City North Community Plan and Downtown Community Plan Update*

The Central City North Community Plan Map designates the site as Heavy Industrial. According to the Community Plan, the Heavy Industrial land use designation allows for a corresponding zone of M3. The Heavy Industrial land use designation is subject to Footnote No. 6 which states that areas within Height District 1, 1L, 1VL, and 1XL may request a zone and height district change to increase allowable FAR from 1.5:1 to 3:1.

On May 3, 2023 the Los Angeles City Council (City Council) approved the Downtown Los Angeles Community Plan Update (DTLA 2040). Following the City Council approval, the implementing ordinances will be reviewed and finalized by the City Attorney. The purpose of the DTLA 2040 Plan is to develop and implement a future vision for Downtown Los Angeles that supports and sustains ongoing revitalization while thoughtfully accommodating projected future growth. As Downtown Los Angeles has been a rapidly changing setting within the City, it supports a collection of economic opportunities and entrepreneurship, people, culture, and distinct neighborhoods, and sits at the center of the regional transportation network.

DTLA 2040 identifies the Project Site with a land use designation of Hybrid Industrial, which is intended to "[...] preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low-Rise to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0."

### *Central Industrial Redevelopment Area*

Redevelopment Plans outline a community vision and revitalization opportunities within specific neighborhoods across the City. Each Redevelopment Project area has a unique set of land use restrictions designed specifically to enhance the quality of life for the community. The Project Site is located in the Central Industrial Redevelopment Plan (Redevelopment Plan) area, as adopted on May 15, 2002, by the former Community Redevelopment Agency of Los Angeles (CRA/LA). The Redevelopment Plan establishes a 30-year plan to eliminate and prevent the spread of blight and provides supplemental guidance for development. In 2011, Assembly Bill x1 26 dissolved all California redevelopment agencies, including the CRA/LA. The dissolution of the agencies became effective February 1, 2012. Assembly Bill x1 26, however, did not dissolve adopted redevelopment plans. Therefore, the Redevelopment Plan and its requirements for development within the Redevelopment Project Area are still in effect. Community Plan land use and zoning are used to designate land uses allowed within the Redevelopment Plan area. Land uses

permitted in the M3-1-RIO Zone include, but are not limited to, industrial and manufacturing uses and commercial uses permitted under the C2 Zone, such as restaurants, bars, studios, offices, and adaptive reuse into live/work units. The maximum FAR for the Redevelopment Plan area is 3:1, as set forth in Section 512 of the Redevelopment Plan. However, Section 502 of the Redevelopment Plan states that, “in the event that the General Plan, the applicable Community Plan, or any applicable City zoning ordinance is amended or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including without limitation, all Exhibits attached hereto, shall be automatically modified accordingly without the need for any formal plan amendment process”; and Section 512 of the Redevelopment Plan allows for higher maximum FARs through transfer of floor area.

#### *Transit Priority Area*

In September 2013, California Governor Jerry Brown signed Senate Bill 743 (SB 743), which made several changes to CEQA for projects located in areas served by transit. Among other things, SB 743 added California PRC Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” The Project is a mixed-use project and is located on an infill site. Public transit service in the immediate Project vicinity is currently provided by Metro and LADOT’s DASH and Commuter Express buses. The bus lines include Metro Local Lines 18, 53, 62, and Metro Rapid 720, the LADOT DASH A bus, and Commuter Express. Additionally, the Project Site is approximately 0.7 miles southeast of the Metro A and E Line Little Tokyo/Arts District Station. The Project is approximately 0.5 miles away from major transit stops at the corners of 6<sup>th</sup> Street and Alameda Street and 6<sup>th</sup> Street and Central Avenue and therefore qualifies as located within a Transit Priority Area.

#### *River Improvement Overlay (RIO) District*

In connection with the Los Angeles River Revitalization Master Plan, which focuses on the creation of parks, paths, and open spaces in the vicinity of the Los Angeles River, the RIO District proposes the establishment of a distinct sustainable environment in the surrounding neighborhoods to promote concepts developed in the Los Angeles River’s Master Plan. The RIO District establishes landscaping, design criteria, and administrative review procedures for projects within the RIO District. Although the Project is located within the boundaries of the RIO District, the Project Site is separated from the Los Angeles River by existing railroad tracks and buildings and is not immediately adjacent or accessible from the River. The Project has been reviewed in consideration of the relevant objectives of the Los Angeles River Design Guidelines, including employing high quality, attractive and distinguishable architecture and minimizing the quantity and appearance of parking and loading areas by locating all parking underground, away from public view.

#### *East Los Angeles State Enterprise Zone*

On July 11, 2013, California Governor Edmund G. Brown Jr. signed legislation that resulted in the repeal of the Enterprise Zone Act and the dissolution of State Enterprise Zones. However, the City Council adopted an action on December 18, 2013 that approved the continuation of the reduced parking provision for former State Enterprise Zone areas.

*Assembly Bill 2097 (AB 2097)*

On September 22, 2022, Governor Newsom signed AB 2097 which added Government Code Section 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop. The Project is subject to AB 2097, as it is located 0.5 miles from the major transit stops at the corners of 6<sup>th</sup> Street and Alameda Street and 6<sup>th</sup> Street and Central Avenue.

**Relevant Cases***Subject Property*

VTT-74549: On August 30, 2024, the Advisory Agency approved Vesting Tentative Tract Map No. 74549 for the merger of eight lots into one ground lot for residential and commercial condominium purposes; a waiver of dedications and a request for non-standard improvements along 5th Street and Seaton Street; and a Haul Route for the export of up to 81,000 cubic yards of soil. On September 4, 2024, this decision was appealed and is pending decision by the City Planning Commission concurrent with the subject case.

*Surrounding Properties (Within 500-foot Radius)*

CPC-2017-469-GPA-VZC-HD-MCUP-SPR: On January 4, 2024, the City Planning Commission approved a Main Conditional Use Permit and Site Plan Review and recommended approval of a General Plan Amendment, Vesting Zone Change, and Height District Change from Heavy Industrial and M3-1-RIO to Regional Commercial and (T)(Q)C2-2-RIO, in conjunction with a proposed 18-story office building and commercial project located at 900-926 East 4<sup>th</sup> Street, 406-414 South Colyton Street, and 405-423 South Hewitt Street. On April 2, 2024, the City Council approved the General Plan Amendment, Vesting Zone Change, and Height District Change.

CPC-2016-4475-GPA-VZC-HD-MCUP-CUX-DB-SPR: On December 26, 2019, the City Planning Commission approved a Main Conditional Use Permit, Conditional Use Permit, Density Bonus Compliance Review, and Site Plan Review and recommended approval of a General Plan Amendment, Vesting Zone Change, and Height District Change from Heavy Industrial and M3-1-RIO to Regional Commercial and (T)(Q)C2-2-RIO, in conjunction with a proposed 12-story mixed-use residential and commercial project located at 1101 East 5th Street. On February 25, 2020, the City Council approved the General Plan Amendment, Vesting Zone Change, and Height District Change.

CPC-2016-3655-GPA-ZC-HD-CUB-ZAA-SPR: On September 14, 2017 the City Planning Commission approved a Conditional Use Permit for the sale and consumption of alcoholic beverages, a Zoning Administrator's Adjustment to permit a zero-foot side yard setback in lieu of a seven-foot setback, and a Site Plan Review, and recommended approval a General Plan Amendment, Zone Change, and Height District Change from Heavy Industrial and M3-1-RIO to Regional Commercial and (T)(Q)C2-2-RIO, in conjunction with the conversion of an existing 44,600 square-foot manufacturing warehouse into a 66 guest-room hotel, including a restaurant, retail space, and screening room located at 400-416 South Alameda Street and 407-417 South Seaton Street. On February 6, 2018, the City Council approved the General Plan Amendment, Zone Change, and Height District Change.



## **PROJECT DETAILS**

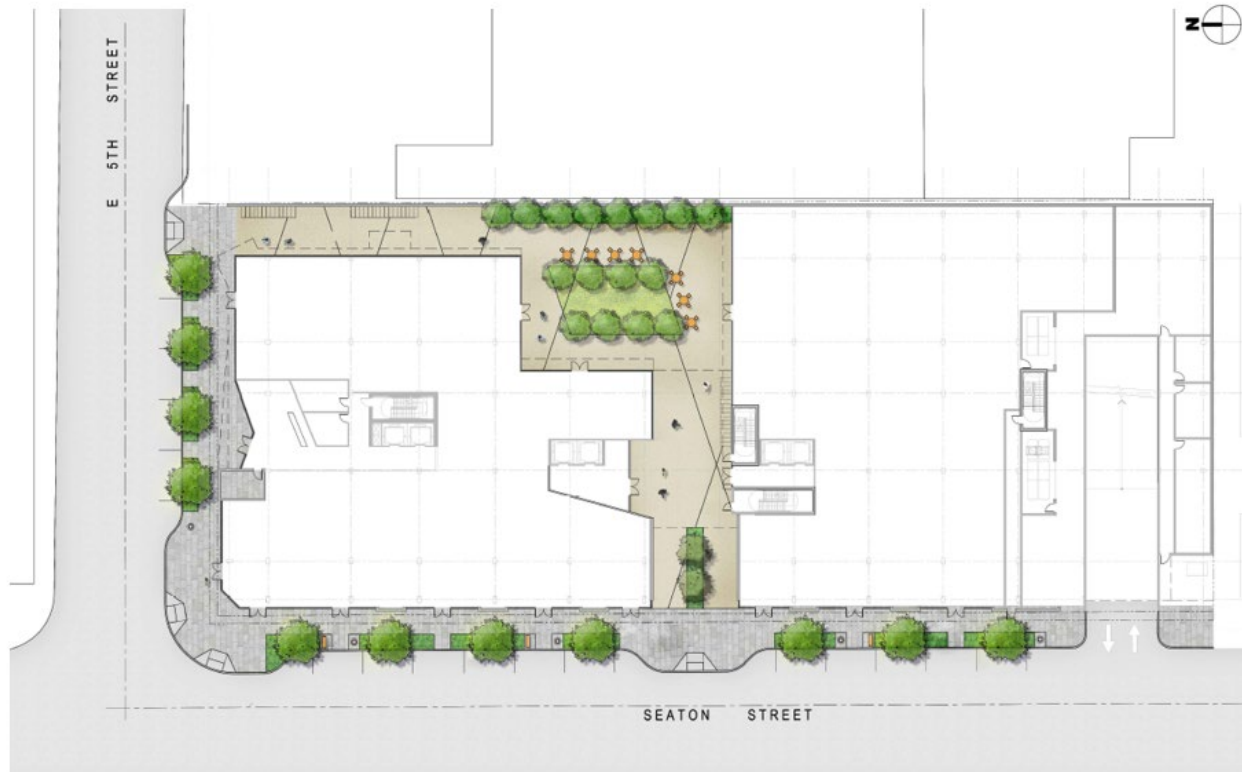
The eight-story mixed-use building would be comprised of 220 live/work units (11 percent of which would be deed-restricted for VLI households), 46,548 square feet of ground floor commercial spaces, 22,725 square feet of open space including a publicly accessible ground floor outdoor courtyard, and three levels of subterranean parking. The live/work units mix would include 191 studio and one-bedroom units and 29 three-bedroom units. The second level would be comprised of commercial space, live/work units, and an outdoor lounge and would be accessible from the ground floor courtyard via elevators and stairs. Levels three through seven would be comprised entirely of live/work units. Level eight would be comprised of live/work units, a pool deck, fitness center, lounge, and outdoor dining space. The commercial uses would include general commercial, restaurant, retail, office, and art production-related uses (within the live/work units).



*View of Mixed-Use Building from 5<sup>th</sup> Street looking South*

The Project includes a Flexibility Option to replace 20 live/work units with an additional 17,765 square feet of office and art production-related uses (which would be located on the third level). If the Applicant proceeds with the Flexibility Option, the Project would construct 200 live/work units (11 percent would continue to be deed-restricted for VLI households) and 64,313 square feet of commercial uses. The live/work units mix would include 173 studio and one-bedroom units and 27 three-bedroom units. There would be no other changes to the Project.

Both the Project and the Flexibility Option include a ground floor courtyard that would be accessible from paseos on 5<sup>th</sup> Street and Seaton Street, as illustrated in below.



*Ground Floor Courtyard*

## **Project Design and Architecture**

The Project's contemporary architectural style would blend in with the distinct urban fabric of the Arts District neighborhood, which includes industrial, arts production, residential, and general commercial uses. The Project would utilize gray and black metal panels, perforated metal panels, and clear glass with painted aluminum mullions. The north and west-facing building façades would incorporate large-scaled windows to allow for unobstructed views and partially enclosed balconies that would provide texture and articulation.



*Ground Floor Looking Southeast at the Corner of 5<sup>th</sup> and Seaton Streets*



The design of the ground floor incorporates utilitarian design elements from the surrounding Arts District neighborhood while also increasingly the pedestrian-friendly environment of the area. The ground floor commercial spaces would have 20-foot tall ceilings and extend around the corner onto Seaton Street. The primary pedestrian entry to the live/work units, upper-level commercial space, and interior courtyard would be from 5<sup>th</sup> Street. An open-air paseo would connect the sidewalk to the ground floor courtyard. Halfway along Seaton Street, a second paseo would provide a opening in the streetwall which would help to break up the massing along the street.

### **Open Space and Landscaping**

The Project and Flexibility Option would both provide 22,725 square feet of open space throughout the Project Site, comprised of common outdoor spaces, indoor communal spaces, and private open space. Common outdoor open spaces would be provided in the publicly-accessible ground floor courtyard, an outdoor lounge located on second level, and a pool deck, urban garden, outdoor dining, and barbecue areas located on the eighth level. Indoor communal spaces include a fitness center, art gallery, and lounge on the eighth level. Private outdoor spaces include balconies for the live/work units.



*View of the Ground Floor Courtyard Looking North*

Overall, 4,781 square feet, or 26 percent, of the Project's total outdoor open space areas would be landscaped with shrubs, groundcover, and trees. The five existing non-protected trees would be removed and replaced with 18 trees within the ground floor courtyard, 10 trees within the second level outdoor lounge, and 16 trees within the eighth level common open space area. Additionally, 11 street trees, including four trees along 5<sup>th</sup> Street and seven trees along Seaton Street, would be planted. The Project would result in an increase of 11 street trees and a net increase of 39 on-site trees. Tree removals and replacements are subject to the approval of the City of Los Angeles Board of Public Works Urban Forestry Division.



*2<sup>nd</sup> Level Outdoor Lounge Landscaping*



*8<sup>th</sup> Level Landscaping and Amenities*

## Parking

### *Vehicle Parking*

As discussed above, the City cannot require the Project to provide vehicle parking for the proposed commercial and residential uses, as the Site meets the requirements of Government Code Section 65863.2 (AB 2097). However, the Applicant has chosen to voluntarily provide vehicle parking based on the parking regulations that would have otherwise applied to the Project and the Flexibility Option. For residential parking, the Project would provide parking at the reduced residential parking rates (Parking Option 1) in the City's Density Bonus code (LACM 12.22 A.26), which requires one on-site parking space for each proposed studio and one-bedroom unit, and two on-site parking spaces for each proposed two- and three-bedroom units. For commercial parking, the Project would provide parking at the commercial parking ratio of two parking spaces per 1,000 square feet, as otherwise required within the East Los Angeles Enterprise Zone. Under LAMC requirements, the Project would have otherwise required 342 and 356 parking spaces for the Project and Flexibility Option, respectively. The Project and Flexibility Option would both voluntarily provide 381 parking spaces.

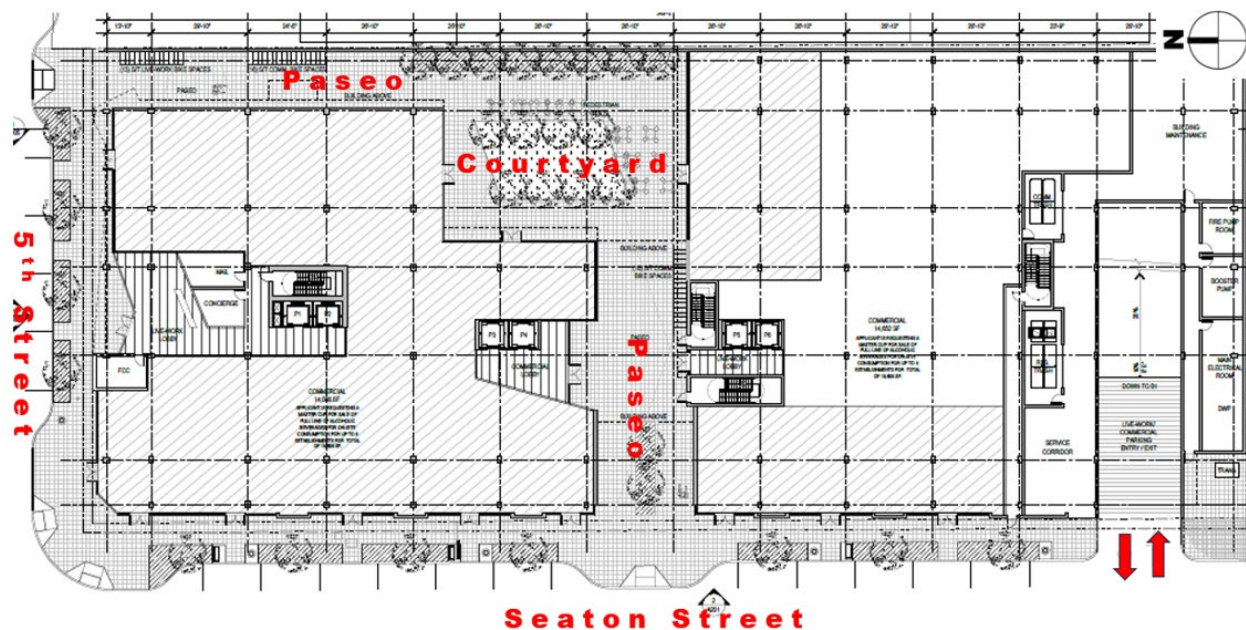
### *Bicycle Parking*

Pursuant to LAMC Section 12.21 A.16, the Project would be required to provide a total of 190 long- and short-term bicycle parking spaces for the Project, and 202 long- and short-term bicycle parking spaces for the Flexibility Option. The Project and the Flexibility Option would provide the requisite long- and short-term bicycle parking spaces per the LAMC. The short-term bicycle parking spaces for the commercial uses and the short-term spaces for the live/work units would be located within the paseos accessible from 5<sup>th</sup> and Seaton Streets. The long-term bicycle parking spaces would be located on the first level of the subterranean parking garage.

### **Access and Circulation**

Vehicular access to the Project Site would be provided from one driveway accessible from Seaton Street, which would be designed in accordance with the City of Los Angeles (LADOT) standards.

Pedestrian access would be provided from 5th Street and Seaton Street via the two paseos, ground floor courtyard, and ground floor building entrances oriented along both streets. Pedestrian access would be provided via stairs and elevators in the Project's commercial lobby to the commercial spaces on the second level of the Project, or the third level with the Flexibility Option. Pedestrian access to the live/work units would also be accessible from 5<sup>th</sup> Street and Seaton Street, with 5<sup>th</sup> Street providing access to the primary residential lobby. The various access points to the site are shown in the figure below.



*Project Ground Floor Circulation Diagram*

### **Project Design Analysis**

#### *Citywide Design Guidelines*

The Citywide Design Guidelines (Guidelines), adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives, and the Guidelines



may be used as a basis to condition a project. The Guidelines focus on three main design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design.

### Pedestrian-First Design

The site design creates an active environment by introducing new pedestrian features and creating a building orientation that is easily accessible from adjacent public streets and open spaces. Specifically, the Project would achieve this by improving the surrounding streetscape with improved sidewalks, street lighting, and street trees; introducing new pedestrian features to the area via the publicly-accessible ground floor courtyard and two paseos and providing a new pedestrian mid-block cut through access point from Seaton Street to 5<sup>th</sup> Street; and contributing to a walkable environment by locating the pedestrian entrances to the commercial uses directly on 5<sup>th</sup> Street, Seaton Street, and from the ground floor courtyard. Additionally, short-term bicycle parking spaces would be located within the paseo accessible from 5<sup>th</sup> Street. These Project features and improvements would lend themselves to create a safe and engaging pedestrian environment and would enrich the quality of the public realm.

Each of the ground floor commercial tenancies would each have its own entrance directly from the street and/or the ground floor courtyard. Pedestrian access to the commercial spaces on the second level (or the third level with the Flexibility Option) would be accessible via elevators from the commercial lobby, accessible from the Seaton Street paseo. Pedestrian access to the live/work units would also be accessible from 5<sup>th</sup> Street and Seaton Street, with 5<sup>th</sup> Street providing access to the primary live/work lobby.

The Project's related Vesting Tentative Tract Map approval also includes BOE Conditions that would require improvements to the adjacent public right-of-way. Along 5<sup>th</sup> Street, a 10-foot full-width sidewalk would be installed with tree wells where no sidewalk currently exists; and along Seaton Street a 12-foot full width sidewalk with tree wells would be installed. In addition, the Deputy Advisory Agency approved separate Living Street Conditions that the Applicant could implement in place of BOE's Conditions. If the Applicant chooses to implement the Living Streets conditions, 5<sup>th</sup> Street would be improved with a concrete curb and gutter and a sidewalk with variable width of 13 to 19 feet and include a 12-foot wide noncontiguous parkway and/or tree wells at the corner of 5<sup>th</sup> Street and Seaton Street and at the east end of the site to align with the Project's pedestrian paseo accessible from 5<sup>th</sup> Street. Seaton Street would be improved with a concrete curb and gutter and a sidewalk with a variable width of 13 to 21 feet and include a 14-foot noncontiguous parkway and/or tree wells at the corner of Seaton Street and 5<sup>th</sup> Street and mid-block to align with the Project's pedestrian paseo on Seaton Street, and improve the newly dedicated corner cut with a concrete sidewalk, adjoining the increased sidewalk widths along 5<sup>th</sup> Street and Seaton Street, that includes low planting landscaping and construction of a new curb ramp perpendicular to each roadway.

And finally, five existing non-protected trees would be removed and replaced with 18 trees within the ground floor courtyard; and 11 street trees (four trees along 5<sup>th</sup> Street and seven trees along Seaton Street) would be planted where no street trees currently exist. The addition of trees to the public right-of-way and within the publicly-accessible courtyard will create new shade canopies which will provide for a comfortable, pedestrian-friendly environment.

### 360 Degree Design

The orientation and design of the commercial uses, ground floor courtyard, and paseos ensure that all of the Project's frontages, including internal frontages throughout the site, would be activated with uses. The proposed building has been designed to embody the distinct urban fabric of the Arts District neighborhood, which includes industrial, arts production, residential, and general commercial uses. The Project's design is a contemporary architectural style that

alternates different textures, colors, materials, and distinctive architectural treatments on all facades of the building, including gray and black metal panels, perforated metal panels, and clear glass with painted aluminum mullions. The north and west-facing street façades would incorporate large-scaled windows (to allow for expansive views) and partially enclosed balconies throughout the building, that would provide texture and articulation. The east façade would include cut-outs for the ground-floor courtyard, a second floor outdoor lounge, and balcony areas. The ground-floor courtyard and second floor lounge's landscaping proposes a variety of native-plants and trees intended to soften the landscape and to provide a visual contrast to the contemporary utilitarian design elements of the proposed structure along the east façade. Finally, the south-facing façade's massing would be broken up with a step back creating a contiguous outdoor area along the southern façade's second floor.

The design of the ground floor incorporates the utilitarian design elements of the Arts District neighborhood, while increasingly the pedestrian-friendly environment of the area. The ground floor commercial spaces would have 20-foot ceilings and would extend around the corner onto Seaton Street. The primary pedestrian entry to the live/work units, upper-level commercial space, and ground floor courtyard would be accessible from 5<sup>th</sup> Street. A paseo would connect the sidewalk to the courtyard. A mid-block break along Seaton Street, would help to break up the massing along the street as well as provide for an additional pedestrian paseo to the courtyard. On the upper floors, the placement of the partially enclosed balconies of the live/work units would create a unique and artful design language appropriate to the artistic nature of the district. Overall, the Project's industrial and contemporary architecture complements and enhances the surrounding developments.

#### Climate-Adaptive Design

The Project would incorporate environmentally sustainable building features and comply with construction protocols required by the Los Angeles Green Building Code and CALGreen, which would reduce energy and water usage and would include, but not be limited to, the following features: 30 percent of provided parking to be EV-ready and (EVSE) for 10 percent of the total parking spaces, low-flow plumbing fixtures, energy-efficient mechanical systems, elevators, glazing and window frames, and lighting, drought tolerant landscaping, 11 street trees and 44 on-site trees. The Project would comply with the Los Angeles Green Building Code and 30 percent of the total useable roof area will be solar ready.

#### *Urban Design Studio Professional Volunteer Program*

The Project was presented to the Department of City Planning's Urban Design Studio and Professional Volunteer Program (PVP), which acts as a venue for City Planning staff to gather project-specific urban design advice and insight from local architecture professionals. Suggestions provided by PVP about the Project are as follows, with Applicant responses and/or proposed changes in response to suggestions immediately below each comment.

#### Pedestrian-First Design

- *Consider rearranging the elevator and stair locations closer to the property line to allow residents and visitors easier access to the sidewalks.*

With respect to the multiple uses within the project and variety of uses on each floor, the distance for residents to walk to the elevator from the entrance to their respective unit, and laying out efficient drive aisles in the subterranean parking garage, the current locations are the most accommodating for all users.

- *Walls of the paseo at Seaton Street may be dark due to the building connection at the upper levels. Consider using materials or redesign to allow more light.*

The paseo at Seaton Street is 30 feet wide by 20 feet tall. The portion of the paseo that is covered by the building above is roughly 56 feet in length. At either end of this distance, the paseo is open to the sky. It is designed as an appropriately scaled portal that connects the well-lit street to the well-lit paseo.

- *Consider connecting the paseo to the open pedestrian plaza at the southeast corner for the adjacent Project at Palmetto to create a connecting paseo between both projects.*

This suggestion would require a substantial redesign that would have an adverse economic impact on the commercial component and functionality of the circulation to the outdoor lounge located on the second floor. Pedestrian traffic on Seaton Street will be the connection point between the two buildings and their plazas.

- *Consider spreading out short term bicycle parking throughout the ground level instead of concentrating it in the paseo.*

Bicycle parking has been located for convenience to the bicyclist visiting the residential and commercial uses while meeting the zoning code requirements for proximity to the entrances for various uses.

### 360 Degree Design

- *Consider using a different building material or continue using similar building materials on the upper levels to the ground floor to create a uniform building façade from the ground floor up instead of using transparent glass.*

The material palette at the facades are limited to glass and metal. The material at the upper floors is the same as the ground floor but with a different color creating a visual base for the building to sit on.

- *Explore using other building materials that are already present in the Arts District*

The primary material on the façade is a metal “shingle” which references the textures and colors found on many of the utilitarian buildings that exist in the neighborhood.

- *Consider moving the art production space on the eighth floor closer to the live-work units on that floor.*

The art production space has been relocated closer to the live-work units on the eighth floor.

- *Consider using different building material or colors to make two different, distinct buildings.*

The façade as designed with the vertical peels/balconies and the setback midway through the façade (paseo) provide the appropriate articulation to the long façade and therefore, has accomplished the effect of creating distinct buildings similar to the suggestion of using different colors.



- *Eleven-foot second and third floor may be too short for certain commercial uses, consider increasing the height for those floors.*

The intended use for these floor is creative office. Based on leasing broker feedback and market research, the height of the floors would be sufficient. It is anticipated the spaces will be finished with exposed ceilings and therefore will have taller ceilings than the live-work units.

- *Consider rearranging the windows of the south elevation wall as the Project's windows will be directly facing the adjacent Palmetto Project's live-work units on its north side.*

Both projects are set back from the property lines by more than 15 feet each, which will create a separation between residents. Coordinating window locations based on speculative project is a challenging task as there are many factors that will change as both projects are further developed.

#### Climate-Adapted Design

- *Consider providing solar panels on the rooftop and other sustainability features.*

Per the California Green Building Code, the Project will be required to install roof-top solar panels. Additional sustainability features include drought tolerant landscaping, 30 percent of provided parking to be EV-ready, EVSE for 10 percent of the total parking spaces, low-flow plumbing fixtures, energy-efficient mechanical systems, elevators, glazing and window frames, and lighting.

#### **Requested Entitlements**

In order to develop the Project, the Applicant has requested the following land use entitlements:

##### *General Plan Amendment*

The Project Site is currently designated as Heavy Industrial in the Central City North Community Plan, and is requesting a General Plan Amendment to change the land use designation to Regional Commercial.

##### *Vesting Zone and Height District Change*

The Project Site is also currently zoned as M3-1-RIO, and is requesting a Vesting Zone and Height District Change to change the zone to C2-2-RIO for the entirety of the Project Site, consistent with the Regional Commercial land use, and the request would permit residential uses and commercial uses at a greater scale with a maximum FAR of 6:1.

##### *Main Conditional Use – Alcoholic Beverages*

The Project proposes the on-site sale of a full line of alcohol beverages within four ground floor establishments located within the commercial components of the Project, fronting 5<sup>th</sup> Street and Seaton Street.

## *Density Bonus Compliance Review*

### Housing Replacement

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units. Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated December 29, 2016, the subject property is currently and previously has been entirely developed with industrial uses and no housing uses, and therefore no replacement housing units are required. The Project will comply with any additional applicable requirements of LAHD.

### Density

In conjunction with the proposed General Plan Amendment and Vesting Zone Change, the permitted density under the C2-2-RIO Zone would allow one unit per 400 square feet of lot area. However, pursuant to LAMC 12.22.A.18, R5 density (one unit per 200 square feet) is permitted on the Project Site as it is a development combining residential and commercial uses on a lot with a land use designation of Regional Commercial. With a lot area of 52,411 square feet, the Project Site would permit a base density of 263 units.

The Project and Flexibility Option propose a total of 220 units and 200 units, respectively. As neither the Project nor Flexibility Option is utilizing the increased density permitted by the requested density bonus, the percentage of affordable units will be based off of the total *proposed number of units* (220 and 200 units), rather than the base permitted density. As such, the Project and Flexibility Option would provide a minimum of 25 VLI units and 22 VLI units, respectively, equal to 11 percent of the total live/work units.

### On-Menu Incentives

#### **Density Bonus/Affordable Housing Incentives Program On-Menu Incentives Eligibility Criteria**

Pursuant to LAMC Section 12.22 A.25(e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which the Project does:

- a. The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.*

The Project Site abuts 5th Street to the north and Seaton Street to the west. The Project’s design is a contemporary architectural style that alternates different textures, colors, materials, and distinctive architectural treatments on all facades of the building, including gray and black metal panels, perforated metal panels, and clear glass with painted aluminum mullions.

- b. All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street facing elevation.*

The north and west-facing street façades of the proposed building would incorporate large-scaled windows and partially enclosed balconies, providing texture and articulation to each façade.

- c. *The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The Project Site does not involve a contributing structure in a designated HPOZ or involved a structure that is a City of Los Angeles designated HCM.

- d. *The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.4908 of the LAMC.*

The Project Site is not located on a substandard street in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

The Applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Pursuant to the LAMC and Government Code Section 65915, the Project is entitled to two Incentives and may also request other “waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria...at the densities or with the concessions or incentives permitted under [State Density Bonus Law]”, in exchange for reserving 11 percent of the number of units for VLI households. The Project would set aside 25 units and the Flexibility Option would set aside 22 units, equal to 11 percent of the proposed total number of units, for VLI households. Accordingly, the Applicant has requested two On-Menu Incentives, as follows:

- An **On-Menu Incentive** to allow a 20 percent reduction in the required amount of open space; however, it should be noted that this incentive is only required for the Project, and not the Flexibility Option, which would provide the requisite amount of open space.
- An **On-Menu Incentive** to allow a 10 percent reduction in the easterly side yard setback, for a setback of 10 feet in lieu of the otherwise required 11 feet at the lowest residential level.

#### Waiver of Development Standards

In addition to the two On-Menu Incentives, the Applicant has requested one Waiver of Development Standard that is not listed on the Menu of Incentives. These requests are processed through the City’s “off-menu” process, and the Applicant states that the Waivers are required in order to accommodate the proposed development of 220 live/work units, with 25 restricted affordable units for Very Low Income households. Government Code Section 65915 (e)(2) states that that a proposal for the waiver or reduction of development standards shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled. Therefore, the following Off-Menu Incentives and Waivers require approval by the City Planning Commission:

- A **Waiver of Development Standards** to allow a 24 percent reduction in the southerly rear yard setback, for a setback of 15 feet 3 inches in lieu of the otherwise required 20 feet at the lowest residential level.

### *Site Plan Review*

The Project requires **Site Plan Review** approval as it results in an increase of 50 or more dwelling units.

### **Environmental Analysis**

The City of Los Angeles released the Final Environmental Impact Report (EIR), ENV-2016-3727-EIR (SCH No. 2018021069), in June 2024, detailing the relevant environmental impacts resulting from the Project. The EIR includes the Draft EIR for the 1100 East 5<sup>th</sup> Street Project published in January 2024, the Final EIR dated June 2024, and the Erratum dated October 2024.

The EIR identified the following significant and unavoidable impacts: On-site Construction Noise, Construction Vibration – Human Annoyance, and Cumulative Construction Noise.

The EIR was certified by the Deputy Advisory Agency on August 30, 2024, in conjunction with the approval of Case No. VTT-74549, and the DAA adopted a Statement of Overriding Considerations, finding that the project's benefits outweighed the identified environmental impacts. The decision was subsequently appealed and is pending decision by the City Planning Commission immediately prior to the subject case.

### **Public Hearing and Communications**

A joint public hearing was held virtually via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on August 7, 2024 for the subdivision and related Project entitlements (see Public Hearing and Communications, Page P-1). The hearing was attended by approximately 30 individuals. At the public hearing, testimony was provided by the Project team; 21 people spoke, of which 19 were in favor of the Project, including Ironworkers Local 416, Sheetmetal Workers, Plumbers Local 728, and CREED LA; and two commenters were in opposition including Supporters Alliance for Environmental Responsibility (SAFER) and the Western States Regional Council of Carpenters (WSRCC).

In general, support for the project centered on the Project's benefits in terms of the overall design, creation of new housing units, inclusion of affordable housing, and creation of new jobs. Opposition to the Project centered on concerns that all feasible mitigation measures for noise impacts were not considered, lack of local hire, and lack of solar panels. Concerns regarding local hire are discussed in the "Issues" section immediately below; and concerns regarding feasible mitigation measures for noise and energy impacts are addressed in the Appeal Report for Case No. VTT-74549-1A. Solar panels will be required to be installed for the Project, pursuant to the Green Building Code.

### **ISSUES**

#### **Local Hire – Measure JJJ**

A comment was submitted on behalf of Western States Regional Council of Carpenters (WSRCC) stating that the City should require the Project to use local workers. Pursuant to LAMC Section 11.5.11 (Measure JJJ), minimum affordable housing requirements and labor regulations are required for any development project that results in 10 or more residential dwelling units, and requires a General Plan Amendment, Zone Change, and/or Height District Change that results in increased allowable

Pursuant to LAMC 11.5.11(i), the Project is required that its contractors are licensed by the State and the City, that at least 30 percent of workers are residents of the City, and that workers are hired that have completed apprentice training programs.

It should be noted that while the Project includes a General Plan Amendment, Vesting Zone Change, and Height District Change, the Vesting Zone Change and a related Vesting Tentative Map applications were both deemed complete by the Department of City Planning on October 20, 2016, prior to the effective date of Measure JJJ regulations. Therefore, Measure JJJ and the associated labor standards are not applicable to this Project.

If the Project were required to comply with the affordability requirements of Measure JJJ, pursuant to LAMC 11.5.11(a)(1)(iii), five percent of the total units would be required to be rented to Extremely Low Income households (11 units for the Project and 10 units for the Flexibility Option) and either 11 percent of the total units would be required to be rented to VLI households (25 units for the Project and 22 units for the Flexibility Option) or 20 percent for Lower Income households (44 units for the Project and 40 units for the Flexibility Option).

### **Phase I Environmental Site Assessment (ESA) Report**

The same commenter as above noted that the Phase I Environmental Site Assessment (ESA) Report (included as Appendix F.1 to the Project's Draft EIR Hazards Section) was prepared in 2014; as such, the Site and surrounding area's conditions could have changed within the last 10 years and that the 2014 Phase I ESA relied on the American Society for Testing Materials (ATSM) 1527-13 regulation (the 2013 regulation that outlined the Phase I process at the time the 2014 report was published). The commenter correctly noted that ATSM 1527-13 (2013 regulation) has been replaced with the more rigorous ATSM 1527-21 regulation (2021 regulation) and requested that a new Phase I (that complies with the 2021 regulation) should be prepared.

Under the 2013 regulation, RECs were defined to include the *likely presence* of hazardous substances due to a release or under "conditions indicative of a release." Under the 2021 regulation, a REC is now defined more broadly to include the *likely presence* of a hazardous substance due to a "*likely release*." The term "likely" is defined in the 2021 regulation as that which is "neither certain nor proved, but can be expected or believed by a reasonable observer based on the logic and/or experience of the environmental professional, and/or available evidence, as stated in the report to support the opinion given therein."

A new Phase I ESA Report was prepared for the Project in compliance with current federal, state, and local regulations, including the 2021 regulation which broadens the definition of Recognized Environmental Conditions (RECs) and updates the viability period for Phase I reports. The updated Phase I ESA Report was included in the Project's Erratum, dated October 2024. As concluded in the Erratum, the updated Phase I ESA concluded that hazardous impacts would remain less than significant and no mitigation is required.

### **CONCLUSION**

The 1100 5<sup>th</sup> Street Project results in a development that would provide 220 live/work units (or 200 units under the Flexibility Option), 46,548 square feet (or 64,313 square feet under the Flexibility Option) of commercial uses, and 22,725 square feet of open space for residents. Eleven percent of the live/work units would be deed-restricted for VLI households. The Project would increase the amount of residential units including deed-restricted affordable units and employment opportunities in the surrounding area, improving the ratio of residential to office uses. The proposed residential, commercial, retail, and restaurant uses would be in proximity to quality transit, thereby, reducing the amount of single-occupancy vehicles on the road; and the proposed

ground floor restaurant uses, ground floor courtyard, paseos, and sidewalk improvements would help enliven the streets and enhance the pedestrian experience. Approval of the requested entitlements would facilitate a beneficial mix of uses and allow for a cohesive site design, creating an active and safe pedestrian environment, and offering a variety of, amenities, including public and private open space features that would be complementary with the surrounding neighborhood. Based on the information submitted, the testimony received at the public hearing, the analysis in the EIR, and the whole of the record, staff recommends that the City Planning Commission adopt and approve the Project as conditioned herein.



### **CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL**

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

#### Dedications/Improvements and Responsibilities/Guarantees.

Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Street Dedications and Improvements shall be provided as outlined in Vesting Tentative Tract Map No. 74549 to the satisfaction of the City Engineer.
3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.
4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.
5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.
6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.
7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N to the satisfaction of the Department of Telecommunications.
8. **Recreation and Park Fees.** The Park Fee paid to the Department of Recreation and Parks be calculated as a Subdivision (Quimby in-lieu) fee. The application for Vesting Tentative Tract Map No. 74745 was deemed complete on March 3, 2017.
9. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.
10. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

**(Q) QUALIFIED CONDITIONS**

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit A, dated September 17, 2024 (hereafter referred to as Exhibit A) and attached to the subject case file. No change to the plans (except as conditioned) will be made without prior review by the Department of City Planning, Major Projects Section and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the Project conditions. The project shall be in substantial conformance with the following project description:

**Project**

- a. 220 live/work units (11 percent Very Low Income units)
- b. 46,548 square feet of commercial space

**Flexibility Option**

- a. 200 live/work units (11 percent Very Low Income units)
- b. 64,313 square feet of commercial space

2. **Pedestrian Paseos and Courtyard.** A minimum 4,941 square-foot ground floor, publicly accessible, landscaped courtyard and paseos shall provide public access from Seaton Street to 5th Street, as shown in Exhibit A, Project Plans, dated September 17, 2024.
  - a. The courtyard and paseos shall remain open and accessible to the public during business hours, seven days a week.
  - b. No motorized vehicles shall be permitted, except for emergency vehicles used during an emergency.
  - c. The courtyard and paseo areas will be maintained in good condition for the life of the Project.

## CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 12.22, A.25, 12.24 W.1 and 16.05, the following conditions are hereby imposed upon the use of the subject property. Unless otherwise noted, the Conditions of Approval below apply to both the Project and Flexibility Option.

### **Density Bonus Conditions**

1. **Site Development.** The use and development of the Property shall be in substantial conformance with the plans stamped Exhibit A, dated September 17, 2024. No change to the plans will be made without prior review by the Department of City Planning, Major Projects, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the Project conditions.
2. **Residential Density.**
  - a. The Project shall be limited to a maximum density of 220 live/work units.
  - b. The Flexibility Option shall be limited to a maximum of 200 live/work units.
3. **On-Site Restricted Affordable Units.** The Project shall set aside the number and type of Restricted Affordable Units, as defined by State Density Bonus Law in California Government Code Section 65915(C)(2), corresponding to the percentage of Density Bonus and number of Incentives utilized, consistent with LAMC Section 12.22 A.25.
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units shall be consistent with LAMC Section 12.22 A.25 (a-d).
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 11 percent of the proposed dwelling units, available to Very Low Income Households or equal to 11 percent of the Project's total residential density, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. In the event the Applicant reduces the proposed density of the Project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD, and in consideration of the Project's Replacement Unit Determination.
6. **On-Menu Incentives.**
  - a. **Open Space.** To allow a six percent reduction in the required amount of open space as required per LAMC Section 12.21 G for the Project only and not the Flexibility Option.
  - b. **Side Yard.** To allow a 10 percent reduction in the easterly side yard setback, for a setback of 10 feet in lieu of the otherwise required 11 feet at the lowest residential level.
7. **Waiver of Development Standard – Reduction in Rear Yard.** To allow a 24 percent reduction in the southerly rear yard setback, for a setback of 15 feet, 3 inches in lieu of the otherwise required 20 feet at the lowest residential level.
8. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental



units, with the exception of all Restricted Affordable Units, which shall include any required parking in the base rent or sales price, as verified by LAHD.

9. **Parking Per AB 2097.** The Project is not subject to any minimum parking space requirements, pursuant to California Government Code Section 65863.2 (AB 2097).

**Main Conditional Use Permit for Alcohol Conditions**

10. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit A, dated September 17, 2024, except as may be revised as a result of this action.
11. Authorized herein is the sale and dispensing of a full line of alcoholic beverages for on-site and consumption, in conjunction with a maximum of four commercial establishments and associated outdoor dining areas.
12. Main Plan Approval (MPA) Requirement. Each individual venue shall be subject to a Main Plan Approval (MPA) determination pursuant to Section 12.24 M of the Los Angeles Municipal Code in order to implement and utilize the Main Conditional Use authorization granted. The purpose of the Main Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. The Zoning Administrator may impose more restrictive or less restrictive conditions on each individual tenant at the time of review of each Plan Approval application.
13. MPA Public Hearing Requirement. A public hearing for any Main Plan Approval (MPA) request may be waived at the discretion of the Chief Zoning Administrator.
14. Notwithstanding approved Exhibit A, dated September 17, 2024, and the Conditions above, this grant recognizes that there may be changes resulting from identified tenants, which may result in smaller or larger restaurants, different locations, and/or a reduced number of restaurants than those originally proposed and identified in Exhibit A. Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior floor areas, maximum interior and exterior seating numbers, maximum (total) number of establishments authorized under this grant, and the maximum number of establishments approved for each type of grant in the Conditions above are not exceeded. The sale and dispensing of beer and wine may be provided in lieu of a full line of alcoholic beverages at any of the establishments approved for a full line of alcoholic beverages (but not the reverse), provided that the maximum (total) number of establishments authorized for alcoholic beverages is not exceeded, and subject to all other conditions of this grant.
15. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.
16. There shall be no Adult Entertainment of any type pursuant to LAMC Section 12.70.
17. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that

such conditions are needed for the protection of person in the neighborhood or occupants of adjacent property.

18. A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days.
19. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.
20. The Applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her/their control to assure such conduct does not adversely affect unreasonably, or detract unreasonably from the quality of life for adjoining residents, property owners, or business.
21. Loitering is prohibited on the premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.
22. The Applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.
23. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
24. The owner or the operator shall comply with California Labor Code 6404.5 which prohibits the smoking of tobacco or any non-tobacco substance, including from electronic smoking devices or hookah pipes, within any enclosed place of employment.
25. Trash pick-up, compacting, loading and unloading and receiving activities shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday. No deliveries or trash pick-up shall occur on Sunday.
26. The outside disposal of glass bottles and shall only occur between the hours of 7:00 a.m. to 6:00 p.m.
27. **MViP – Monitoring Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per L.A.M.C Section 19.01 E.3 - Monitoring of Conditional Use Permits, Inspection, and Field Compliance for Review of Operations and Section 19.04 - Miscellaneous ZA Sign Offs shall be paid to the City.
  - a. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file.
  - b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented

violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.

28. Should there be a change in the ownership and/or the operator of the business, the property owner and/or the business owner or operator shall provide the prospective new property owner and the business owner or operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective property owner and/or business owner/operator shall be submitted to the Department of City Planning in a letter from the new property owner and/or business owner or operator indicating the date that the new property owner and/or business owner or operator/management began and attesting to the receipt of this approval and its conditions. The new property owner and/or business owner or operator shall submit this letter to the Department of City Planning within 30 days of the beginning day of his/her/their new operation of the establishment along with any proposed modifications to the existing floor plan, seating arrangement or number of seats of the new operation.
29. At any time during the period of validity of this grant, should documented evidence be submitted showing continued violation of any condition of this grant and/or the ABC license of the location, resulting in an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator (upon his/her/their initiative, or upon written request by LAPD or Department of ABC) reserves the right to call for a public hearing requiring the applicant to file for a plan approval application together with associated fees pursuant to LAMC Section 19.01 E, the purpose of which will be to review the applicant's compliance with and the effectiveness of these conditions. The Applicant shall prepare a radius map and cause notification to be mailed to all owners and occupants of properties within a 500-foot radius of the property, the Council Office and the Los Angeles Police Department's corresponding division. The applicant shall also submit a summary and any supporting documentation of how compliance with each condition of this grant has been attained. Upon this review, the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

#### **Site Plan Review Conditions**

30. **Site Development.** The use and development of the Property shall be in substantial conformance with the plans stamped Exhibit A, dated September 17, 2024. No change to the plans will be made without prior review by the Department of City Planning, Major Projects, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the Project conditions.
31. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A, dated September 17, 2024. Minor deviations from the requirements provided below may be permitted by the Department of City Planning to permit the existing landscaping conditions provided that the plantings are well established and in good condition.

32. **Vehicular Parking.**

- a. All vehicle parking shall be accommodated in the subterranean parking garage.
- b. Entrances, elevators, and stairs for parking structures shall be easily accessible and highlighted architecturally.

33. **Pedestrian Paseos and Courtyard.** A minimum 4,941 square-foot ground floor, publicly accessible, landscaped courtyard and paseos shall provide public access from Seaton Street to 5th Street, as shown in Exhibit A, Project Plans, dated September 17, 2024.

- a. The courtyard and paseos shall remain open and accessible to the public during business hours, seven days a week.
- b. No motorized vehicles shall be permitted, except for emergency vehicles used during an emergency.
- c. The courtyard and paseo areas will be maintained in good condition for the life of the Project.

34. **Tree Wells.** The minimum depth of tree wells and planters on the rooftop, any above grade open space, and above a subterranean structure shall be as follows:

- a. Minimum depth for trees shall be 42 inches.
- b. Minimum depth for shrubs shall be 30 inches.
- c. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
- d. Minimum depth for an extensive green roof shall be three inches.

The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:

- a. 220 cubic feet for a tree 15 - 19 feet tall at maturity.
- b. 400 cubic feet for a tree 20 - 24 feet tall at maturity.
- c. 620 cubic feet for a medium tree or 25 - 29 feet tall at maturity.
- d. 900 cubic feet for a large tree or 30 - 34 feet tall at maturity.

35. **Tree Maintenance.** New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.

36. **Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.

37. **River Improvement Overlay.** The Project shall comply with the River Improvement Overlay requirements set forth in LAMC Section 13.17. RIO approval shall be obtained prior to the issuance of building permits per the instructions as shown in ZI-2358.

38. **Glare.** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.



39. **Reflectivity.** Glass used in building façades shall be non-reflective or treated with a non-reflective coating in order to minimize glare from reflected sunlight.
40. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.
41. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
  - a. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.
  - b. All pedestrian walkways, storefront entrances, and vehicular accessways shall be illuminated with lighting fixtures.
  - c. Light fixtures located on the Project Site (and not in the public right-of-way) shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
42. **Construction Generators.** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. The Project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.
43. **Mechanical Equipment.** All mechanical equipment shall be fully screened from view of any abutting properties and the public right-of-way.
44. **Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way. Trash receptacles shall be enclosed and/or covered at all times. Trash/recycling containers shall be locked when not in use.
45. **Graffiti Removal.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
46. **Construction Traffic Management Plan.** The Applicant shall prepare a Construction Traffic Management Plan which will include a construction work site traffic control plan, DOT recommends that the construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work.
47. **Project Access and Circulation.** The Applicant shall contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. Driveway placement and design shall be approved by the Department of City Planning in consultation with LADOT.
48. **Worksite Traffic Control Requirements.** A construction work site traffic control plan shall be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties.

49. **Development Review Fees.** LAMC Section 19.15 identifies specific fees for traffic study review, condition clearance, and permit issuance. The Applicant shall comply with any applicable fees per this ordinance.

### **Environmental Conditions**

50. **Implementation.** The Mitigation Monitoring Program (MMP), attached as “Exhibit D” and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.
51. **Construction Monitor.** During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant’s compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant’s Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

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

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the

change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

#### **Administrative Conditions of Approval**

53. **Approval, Verification and Submittals.** Copies of any approvals guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
54. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
55. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
56. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
57. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
58. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
59. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
60. **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.

61. 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**

### **General Plan/Charter Findings**

The Director-initiated General Plan Amendment and requested Zone and Height District Change are in substantial conformance with the purposes, intent, and provisions of the General Plan as explained below.

#### **1. General Plan Land Use Designation**

The Project Site is located within the Central City North Community Plan, which was adopted by the City Council on December 15, 2000. The Project Site is comprised of eight contiguous parcels, totaling 1.2-acres in size. The Community Plan currently designates the Project Site for Heavy Industrial land uses, corresponding to the M3 Zone. The Site is presently zoned M3-1-RIO, consistent with the range of zones under the land use designation.

As proposed, the General Plan Amendment would re-designate the Project Site from Heavy Industrial to Regional Commercial land uses. In addition, a Vesting Zone Change and Height District Change would modify the existing zoning from M3-1-RIO to (T)(Q)C2-2-RIO. The proposed Regional Commercial land use designation has the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. Thus, the recommended (T)(Q)C2-2-RIO Zone would be consistent with the adoption of the proposed land use designation and in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Central City North Community Plan.

#### **2. General Plan Text**

The Los Angeles General Plan sets forth goals, objectives and programs that guide both citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project is in compliance with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element, Housing Element, Health and Wellness Element, Air Quality Element, and the Land Use Element – Central City North Community Plan.

#### **Framework Element**

The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services.

The Project is consistent with the objectives and policies of the Framework Element as described below:

### Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial uses and structures that integrate a mix of commercial uses as well as the integration of housing and commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development live/work units and commercial uses in accordance with the applicable policies of the Central City North Community Plan. Specifically, the Project would be consistent with the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

***Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.***

***Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.***

***Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.***

***Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.***

***Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.***

***Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.***

***Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents quality of life can be maintained or improved.***

***Goal 7A: A vibrant economically revitalized City.***

***Goal 7B: A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.***

The Project would support the above goal, objectives and policy of the Framework Element through the provision of a complementary mix of uses on site, through the construction of a new, eight-story mixed-use building comprised of 220 live/work units, of which 11 percent (25 units) would be deed-restricted for Very Low Income (VLI) households, 46,548 square

feet of commercial uses, a ground floor outdoor courtyard, and two paseos accessible from 5<sup>th</sup> Street and Seaton Street.

The Project would include a Flexibility Option to replace 20 live/work units with an additional 17,765 square feet of commercial space for office and art production-related uses, totaling 200 live/work units, of which 11 percent of the live/work units (22 units) would be deed-restricted for VLI households, and 64,313 square feet of commercial uses, with no other changes to the Project.

The Project Site is located in proximity to public transit, including multiple local and regional bus lines, within walking distance to several bus stops along 6<sup>th</sup> Street, Central Avenue, and Alameda Street. Public transit service in the vicinity of the Project Site is currently provided by multiple local lines and regional lines via stops along Alameda Street and Palmetto Street. Public transit service in the immediate Project vicinity is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH). The bus lines include Metro Local Lines 18, 53, 62, and Metro Rapid 720, the LADOT DASH A bus, and Commuter Express. Additionally, the Project Site is approximately 0.7 miles southeast of the Metro A and E Line Little Tokyo/Arts District Station.

Both the Project and the Flexibility Option would provide short- and long-term on-site bicycle parking spaces for residents, employees, and visitor use in compliance with the Los Angeles Municipal Code (LAMC). While there are no existing bicycle lanes, paths, or routes adjacent to the Project Site, Class III and II bicycle lanes are located in the Project vicinity. Dedicated Class II bicycle lanes are located along 3<sup>rd</sup> Street between 4<sup>th</sup> Place and Santa Fe Avenue and become a Class III bicycle lane east of Garey Street. Dedicated Class III bicycle lanes are located along 2<sup>nd</sup> Street between Alameda Avenue and Santa Fe Avenue and Class II bicycle lanes are installed along 1<sup>st</sup> Street from Beaudry Avenue to Mission Street.

The Project Site is located in an urbanized area and generally surrounded by low- to medium-rise industrial and commercial buildings, as well as a few residential buildings. The Arts District neighborhood continues to undergo changes to the development landscape, with new residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses. The neighborhood's existing public infrastructure as well as the City's public services would accommodate the Project's residents, employees, and visitors.

The Project would improve the surrounding area's livability by introducing new live/work units, while the Project's commercial uses would provide on-site and surrounding residents with new general commercial, restaurant, retail and office uses within walking distance of transit and other commercial and residential uses. The introduction of a new mixed-use building, as well as the provision of a publicly accessible outdoor ground floor courtyard and bicycle facilities within close proximity to public transit would provide residences and/or visitors of the Arts District and/or Downtown Los Angeles a new and nearby location to work, eat, and gather, creating a more livable city.

***Policy 3.14.6:*** Consider the potential re-designation of marginal industrial land for alternative uses by amending the community plans based on the following criteria:

- a. *Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified Site that will support viable industrial development;*

- b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;*
- c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;*
- d. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;*
- e. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; [...]*

As indicated in the Economic Development Chapter of the Framework Element (discussed further below), some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be the subject of future planning studies. This is satisfied in several ways. First, the CEQA process included an Environmental Impact Report, which assessed the surrounding land uses, as well as an analysis of the proposed land use in relation to the General Plan and the CEQA Guidelines threshold for land use compatibility. As demonstrated therein, while the majority of properties in the surrounding area are designated and zoned heavy industrial and manufacturing, the implementation of the Adaptive Reuse Ordinance has allowed for residential uses within the live/work components, with neighborhood commercial uses to complement the residential population. The entitlement process further analyzes in detail the Goals, Objectives, and Policies of the General Plan and demonstrates that the Project meets the overall intent of the General Plan. As demonstrated herein, the land use pattern in the immediate neighborhood of the subject property has evolved from its historic industrial and manufacturing uses to light industrial and manufacturing uses and new technologies along with compatible and complementary non-industrial uses including residential, creative office, and related retail, cultural, entertainment uses, reflecting larger employment and economic trends.

Second, around 2007, the Department of City Planning, in conjunction with the Community Redevelopment Agency drafted an Industrial Land Use Policy (ILUP) that was intended to preserve certain industrially-zoned land in the City for industrial use. The ILUP addressed multiple areas of the City, among them the Greater Downtown, which encompasses the Project Site, located within Analysis Area 3 of the ILUP. The ILUP Map for Analysis Area 3 shows that the Project Site land use at the time was predominantly light industrial and auto uses. Currently, the Site is comprised of three warehouse buildings and a surface parking lot. The Project is consistent with and would complement the land use patterns and uses in the immediate area, which is developed with a variety of commercial, residential, and live/work uses on properties zoned for industrial uses. The 1.2-acre Site is also not well-suited for modern large-scale industrial operations as it is developed with three single-story warehouse buildings and a linear and relatively narrow surface parking lot. The Project would include community benefits, such as ground floor courtyard, two paseos accessible from Seaton Street and 5<sup>th</sup> Street, and EV parking, recommended in the ILUP Memo for approving the conversion of industrially zoned land in designated Industrial/Commercial Mixed Use (IMU) Districts. The IMU District is applied to areas appropriate for a mix of industrial and commercial activities and provides for a full range of goods and services to the community located along portions of industrial/ commercial thoroughfares, in conformance with the general plan. This District allows for a mix of industrial and commercial or just industrial or commercial (standalone) land uses. In addition, the Project would



incorporate ILUP guidelines for providing community benefits through jobs-producing space. Therefore, the Project would not conflict with the policies of the ILUP.

Third, the City began an update in 2014 of the Central City and Central City North Community Plans which includes studying land use and zoning in those plans, as well as the supporting policies and objectives. The Project Site is proposed to be designated "Hybrid Industrial (HI)" under the Downtown Community Plan. According to the Draft Plan, Hybrid Industrial areas preserve existing structures that characterize the existing unique form and development patterns, promote productive, creative, manufacturing, fabrication, and light industrial uses, encourage the development of live/work units, and support walkable neighborhoods with active and livable pedestrian realm.

The Project includes a request to amend the General Plan land use for the subject property from Heavy Industrial to Regional Commercial. Although the Project Site is currently zoned industrial, as described above, the existing uses of the site are not prime industrial uses that generate a significant number of quality industrial jobs. The Project would include 46,548 square feet of commercial uses, or 64,313 square feet of commercial uses under the Project's Flexibility Option, generating approximately 185 and 255 jobs, respectively. As such, the Project would be consistent with the purpose of the ILUP to implement Goals 7A and 7B of the Framework Element for industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability, including the City's intent to: protect industrial zoned land; retain and expand existing businesses (by bringing new customers to existing businesses); attract new uses that provide job opportunities for the City's residents; and maintain a healthy jobs/household ratio that supports the General Fund and its capacity to pay for essential services and programs for the City's existing and future population.

Approval of the land use designation amendment and development of the Project would not result in a fragmented pattern of development. Specifically, the surrounding area is surrounded by low- and medium-rise industrial and commercial buildings. To the north of the Project Site, across 5th Street, are two-story warehouse buildings converted to event space, commercial uses, and residential lofts. To the east of the Project Site are one- and two-story warehouse buildings, housing manufacturing and distribution businesses. To the south of the Project Site is a vacant lot used for film production and staging purposes and to the west of the Project Site, across Seaton Street, are various one- and two-story automotive/truck service, recycling, and wholesale businesses.

Additionally, there are several mixed-use and residential buildings within walking distance of the Site, such as the six-story multi-unit residential building located at 825 East 4<sup>th</sup> Street, the Amp Lofts (695 South Santa Fe Avenue), the Brick Lofts (562 Mateo street), the Toy Factory Lofts (1855 Industrial Street) and the Biscuit Company Lofts (1850 Industrial Street). Given this mix of surrounding uses, the conversion of industrial land to commercial land uses, will be compatible with and complementary to adjacent land uses.

According to the Central City North Community Plan, there are 914 acres planned for industrial use (approximately 45.5 percent of the 2,010 acre total) in the Community Plan area. The Project Site comprises 1.2 acres or approximately 0.13 percent of the industrially-zoned land in the Community Plan. The Project would result in 185 employees (255 employees under the Flexibility Option) and would generate ongoing revenue to the City in the form of sales and property taxes. Therefore, the Project would not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or cause the City to incur adverse fiscal impacts. Furthermore, for this specific Site, as the Site is developed with three single-story warehouse buildings and a linear and relatively

narrow surface parking lot, the Project Site is not suited to a large-scale industrial operation. Therefore, the Project would not conflict with policy listed above.

In sum, the Project is consistent with the directions relative to industrial land set forth in the Framework Element in that it will provide for a mix of job-producing uses that are allowed for in industrial zones, as is recognized in the adopted Central City North Community Plan and the Downtown Community Plan Update. The proposed uses are compatible with and complement the existing mix of industrial, live/work, arts production, and retail uses within the immediately surrounding area.

#### Chapter 5: Urban Form and Neighborhood Design

**Goal 5A:** *A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.*

**Objective 5.5:** *Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*

**Objective 5.9:** *Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.*

**Policy 5.9.1:** *Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.*

The Project proposes a number of pedestrian improvements that would enhance the walkability and livable pedestrian realm for residents, visitors, and employees of the Site, including landscaping, lighting, street trees, a publicly accessible ground floor courtyard and two paseos accessible from 5<sup>th</sup> Street and Seaton Street.

The five existing non-protected trees would be removed and replaced with 18 trees in the courtyard and paseo. Eleven street trees (four trees along 5<sup>th</sup> Street and seven trees along Seaton Street) would be planted. The Project would result in an increase of 11 street trees and a net increase of 39 on-site trees (some of which would be located in the residential open space areas). Tree removals and replacements would be subject to the approval of the City of Los Angeles Board of Public Works Urban Forestry Division.

As a part of the Project's Vesting Tentative Tract Map (VTTM), the Applicant is also requesting non-standard improvements in the public right-of-way (ROW) along 5th Street and Seaton Street, specifically for "Living Streets" improvements such as parkways, tree wells, and curb extensions designed to preserve the historical form and character of streetscapes in the Arts District neighborhood and build on the neighborhood's strengths.

The Project would include 220 live/work units and 46,548 square feet of commercial uses comprised of commercial, restaurant, retail and office uses. The Project's Flexibility Option would allow for the replacement of 20 live/work units with an additional 17,765 square feet of commercial space for office and art production-related uses, totaling 200 live/work units and 64,313 square feet of commercial uses. Additionally, short-term bicycle parking would be dispersed throughout the ground floor paseo accessible from 5<sup>th</sup> Street and at the

southern end of the courtyard; the long-term bicycle parking would be located on the first level of subterranean parking.

The proposed building has been designed to embody the distinct urban fabric of the Arts District neighborhood, which includes industrial, arts production, residential, and general commercial uses. The Project's design is a contemporary architectural style that alternates different textures, colors, materials, and distinctive architectural treatments. The Project would utilize gray and black metal panels, perforated metal panels, and clear glass with painted aluminum mullions. The north- and west-facing street façades would incorporate large scaled windows to allow for unobstructed views and partially enclosed balconies that would provide texture and articulation.

The design of the ground floor incorporates the utilitarian design elements of the surrounding Arts District neighborhood, while increasingly the pedestrian-friendly environment of the area. The ground-floor commercial spaces would have 20-foot ceilings and would extend around the corner onto Seaton Street. The primary pedestrian entry to the live/work units, upper-level commercial space, and courtyard would be from 5<sup>th</sup> Street. A mid-block break along Seaton Street, would help to break up the massing along the street as well as provide for an additional pedestrian paseo to the courtyard area. On the upper floors, the placement of the live/work unit partially enclosed balconies would create a unique and artful design language appropriate to the artistic nature of the district. Overall, the Project's industrial and contemporary architecture complements and enhances the surrounding developments, originally comprised of low-scale manufacturing and industrial uses, but which now includes proposed and approved projects, including the 670 Mesquit Project with a 32-story tower (proposed), the 4<sup>th</sup> and Central Project with a 30-story tower (proposed), the Palmetto Project with a 12-story building (proposed) and the 4<sup>th</sup> and Hewitt 18-story building (approved).

In addition, the Project would introduce new commercial uses to the Project Site, providing for continuous activity during commercial business hours through the development of restaurant, retail, and office uses. The Project has been designed such that the ground floor outdoor courtyard is visible from the 5<sup>th</sup> and Seaton Street paseos and accessible by Project residents, employees, and visitors. Appropriate lighting and other security measures would be incorporated into the design of the building.

The Project Site is located in proximity to public transit, including multiple local and regional bus lines, within walking distance to several bus stops along 6<sup>th</sup> Street, Central Avenue, and Alameda Street. The bus lines include Metro Local Lines 18, 53, 62, and Metro Rapid 720, the LADOT DASH A bus, and Commuter Express. Additionally, the Project Site is approximately 0.7 miles southeast of the Metro A and E Line Little Tokyo/Arts District Station.

The Project would include 46,548 square feet of commercial uses, or 64,313 square feet of commercial uses under the Flexibility Option, generating approximately 185 and 255 jobs, respectively.

As such, the Project would be consistent with the Land Use Chapter of the Framework Element as it would provide a complementary mix of live/work and commercial uses on site, is sited near public transit, increases the economic vitality of the area through an increase in jobs, provides public infrastructure improvements, and would incorporate design elements to reflect the Arts District neighborhood's industrial history.

### Chapter 7: Economic Development

The Project's consistency with the relevant goals, objectives, and policies in the of the Framework Element (Chapter 7), is provided below:

**Goal 7A:** *A vibrant economically revitalized City.*

**Goal 7B:** *A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.*

**Objective 7.2:** *Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*

**Policy 7.2.2:** *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*

Consistent with Goal 7A, the Project would include ground floor commercial uses including restaurant, retail, and office uses, and a publicly accessible ground floor courtyard and two paseos that would revitalize the Project Site which is currently developed with three warehouse buildings and a surface parking lot. Further, the public improvements, including new street trees and street lighting along 5<sup>th</sup> Street and Seaton Street would economically revitalize the Project Site and would contribute to the City's vibrant atmosphere.

The Project would support Goal 7B, Objective 7.2, and Policy 7.2.2 by providing a new eight-story, mixed-use building comprised of 220 live/work units, of which 11 percent (25 units) would be deed-restricted for VLI households, 46,548 square feet of commercial uses, a ground floor courtyard and two paseos accessible from Seaton Street and 5<sup>th</sup> Street, that would serve the community and future businesses. The Project's Flexibility Option would replace 20 live/work units with an additional 17,765 square feet of commercial space for office and art production-related uses, totaling 200 live/work units, of which 11 percent of the units (22 units) would be deed-restricted for VLI households, and 64,313 square feet of commercial uses, with no other changes to the Project. The ground floor restaurant, retail, and office uses, would complement the employment base of the Central City North Community Plan area, meet the needs of local residents, and foster continued economic investment. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution to ensure maximum feasible environmental quality. Furthermore, the Project would integrate sustainable and green building techniques including low-flow plumbing fixtures, energy-efficient mechanical systems, elevators, glazing and window frames, and the installation of EV ready parking spaces and EV charging stations to reduce resources and energy consumption.

The Project would provide for a balanced mix of job-producing uses that are permitted in commercial zones that provide for productive commercial development including office, retail, and restaurant uses that would result in approximately 185 employees (255 employees under the Flexibility Option) and would generate ongoing revenue to the City in the form of sales and property taxes, and meet the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

The proposed uses are compatible with and complement the existing mix of commercial and manufacturing uses within the immediate surrounding area, which is located within an infill



site in proximity to employment, entertainment, and various amenities within the Arts District neighborhood. Access to public transit is provided by multiple local lines and regional lines via stops along Alameda Street and Palmetto Street. Public transit service in the immediate Project vicinity is currently provided by the Metro and LADOT DASH. The bus lines include Metro Local Lines 18, 53, 62, and Metro Rapid 720, the LADOT DASH A bus, and Commuter Express. Additionally, the Project Site is approximately 0.7 miles southeast of the Metro A and E Line Little Tokyo/Arts District Station. The availability and proximity of various bus lines and the Little Tokyo/Arts District Station would provide residents, employees, and visitors opportunities to use public transit to access the Site, in place of a vehicle.

The Project would demolish three warehouse buildings and a surface parking lot and construct new commercial uses that would sustain economic growth and a robust commercial base in an area where similar uses currently exist, all of which satisfies numerous objectives and policies regarding the provision of new housing and productive commercial uses within proximity to existing activity centers and transit.

***Goal 7C: A City with thriving and expanding businesses.***

***Objective 7.3: Maintain and enhance the existing businesses in the City.***

***Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.***

***Goal 7G: A range of housing opportunities in the City.***

***Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.***

While the Project would require the demolition of three warehouse buildings, the Arts District neighborhood continues to undergo changes to the development landscape, with new residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses. The Project would construct a new eight-story, mixed-use building comprised of 220 live/work units, of which 11 percent (25 units) would be deed-restricted for VLI households, 46,548 square feet of commercial uses or 200 live/work units of which 11 percent (22 units) would be deed-restricted for VLI households and 64,313 square feet of commercial uses, including office and art production-related uses, under the Flexibility Option, and a ground floor courtyard and two paseos accessible from Seaton Street and 5<sup>th</sup> Street, thus supporting a City with thriving and expanding businesses.

The introduction of new live/work units and commercial uses would continue to allow residents to live and work in the same area. Additionally, the Project Site is located in proximity to public transit, including multiple local and regional bus lines, within walking distance to several bus stops along 6<sup>th</sup> Street, Central Avenue, and Alameda Street. Additionally, the Project Site is approximately 0.7 miles southeast of the Metro A and E Line Little Tokyo/Arts District Station.

These commercial activities would be sited in proximity to existing residential and employment centers in the adjacent Downtown Center, as well as to mixed-use buildings and residential uses within walking distance of the Site, such as the six-story multi-unit residential building located at 825 East 4<sup>th</sup> Street, the Amp Lofts (695 South Santa Fe Avenue), the Brick Lofts (562 Mateo street), the Toy Factory Lofts (1855 Industrial Street)

and the Biscuit Company Lofts (1850 Industrial Street). The proposed mix of commercial uses would support the goal of a City with a renewed and enhanced base of expanding businesses in a manner that is complementary to the existing mix of uses which would be retained onsite and in the immediately surrounding area.

### **Housing Element**

The City's Housing Element for 2021-2029 (Housing Element) was adopted by the Los Angeles City Council on November 24, 2021. While the Project does not propose any Low Income and Above Moderate Units, it would be in conformance with Senate Bill (SB) 166, which was adopted on September 29, 2017 and amended Government Code Section 65863, and also known as the No Net Loss Law, to require sufficient adequate sites to be available at all times through the Housing Element Planning period to meet a jurisdiction's remaining unmet Regional Housing Needs Assessment (RHNA) goals for each income category. Pursuant to SB 166, as jurisdictions make decisions regarding zoning and land use, or development occurs, jurisdictions must assess their ability to accommodate new housing in each income category on the remaining sites in their housing element site inventories. A jurisdiction must add additional sites to its inventory if land use decisions or development results in a shortfall of sufficient sites to accommodate its remaining housing need for each income category. In particular, a jurisdiction may be required to identify additional sites if a jurisdiction rezones a site or approves a project at a different income level or lower density than showing in the site's inventory.

### **State Housing Element Law Findings**

The Project is located on parcels identified in the Inventory of Sites prepared for the 2021-2029 Housing Element to which 3.1 Very Low Income Units, 3.1 Low Income Units, and 56.2 Above-Moderate Income Units have been allocated. SB 166 requires that the reduction on an individual project site in allocated density is consistent with the City's General Plan and that the remaining sites identified in the Housing Element are adequate to meet the City's RHNA's allocation, which are demonstrated below.

### ***The reduction is consistent with the adopted general plan, including the housing element.***

Pursuant to Government Code (GC) Section 65863(b)(2), the City finds that while the Project would result in fewer units by income category than those identified in the Inventory of Sites prepared for the 2021-2029 Housing Element, the remaining sites identified in the Housing Element of the General Plan are adequate to meet the requirements of GC Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to GC Section 65584. Based on the sites inventory and inventory of candidate sites included in the 2021-2029 Housing Element of the General Plan, as well as the most recent Annual Progress Report on the Housing Element submitted to the California Department of Housing and Community Development (HCD) as of April 1, 2024, the City's remaining RHNA Allocation for the 2021-2029 Planning period is as follows: 111,247 Very Low Income Units, 65,133 Low Income Units, 74,766 Moderate Income Units, and 153,459 Above-Moderate Income Units. As of April 1, 2024, the City has a remaining capacity of 329,022 Very Low Income Units, 330,143 Low Income Units, 62,909 Moderate Income Units, and 892,033 Above-Moderate Income Units. The excess Above-Moderate Income Unit capacity may accommodate both Moderate and Above-Moderate Unit RHNA Allocations. Therefore, the City's remaining RHNA Allocation for the 2021-2029 Planning period for Very Low Income Units represents 3.41 percent of the City's total remaining capacity of Very Low Income Units. The City finds that there are adequate remaining sites in the Housing Element to

accommodate the remaining RHNA Allocation for the planning period, and in compliance with the requirements of GC 65583.2.

#### Consistency with the Housing Element

**Goal 1:** *A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.*

**Objective 1.2:** *Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.*

**Policy 1.1.2:** *Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.*

**Policy 1.2.1:** *Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.*

**Policy 1.2.2:** *Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.*

The Project would include 220 live/work units, of which 11 percent (25 units) would be deed-restricted for VLI households or 200 live/work units of which 11 percent (22 units) would be deed-restricted for VLI households under the Flexibility Option. The requested General Plan Amendment, Vesting Zone Change, and Heigh District Change would help facilitate the additional provision of housing on a site where housing would not have been previously permitted.

The Project would provide a range of live/work unit types, including studio, one, and three-bedroom units. The requested On-Menu Incentives and Waiver of Development Standards would allow for the construction of additional live/work units and ensure VLI households will be included as part of the Project.

#### Mobility Plan 2035

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Project would be in conformance with following objectives and policies of the Mobility Element as described below.

#### Chapter 2: World Class Infrastructure

**Policy 2.3:** *Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Chapter 3: Access for All Angelenos

***Policy 3.1:*** Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

***Policy 3.3:*** Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

***Policy 3.5:*** Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

***Policy 3.8:*** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities

The Project would provide access for all modes of travel, including vehicular, pedestrian, and bicycles. The Project Site is located in a Transit Priority Area and adjacent to several bus lines and in the vicinity of the Metro A and E (formerly Gold) Line Little Tokyo/Arts District Station (0.7 miles northwest of the Project Site), increasing accessibility to and from the Site via walking and transit. The Project would also introduce new live/work units and commercial uses such as new restaurant, retail, and office uses to the area, which would reduce the vehicle miles travelled to the Site as on-site and nearby residents, employees, and visitors would be able to walk to the commercial uses.

Additionally, the Project incorporates mobility-friendly design and streetscape elements such as expanded, landscaped sidewalks, street lighting, street trees, a ground floor courtyard and two paseos connecting 5th Street and Seaton Street, and bicycle parking facilities consistent with the City's Bicycle Parking Ordinance to provide friendly, safe, and convenient access to nearby neighborhood uses and various nearby transit options. Each of the ground floor commercial tenancies would have its own entrance directly from the street and/or ground floor courtyard. Pedestrian access to the commercial spaces on the second level (or the third level with the Flexibility Option) would be accessible via elevators in the Project's commercial lobby, accessible from the Seaton Street paseo. Pedestrian access to the live/work component would also be accessible from 5th Street and Seaton Street, with 5th Street providing access to the primary live/work lobby.

The Project would further activate the street with a ground floor courtyard and provide a new pedestrian mid-block cut through access point from Seaton Street to 5th Street. The building's orientation would contribute to a walkable environment as the entrances to the commercial uses are located directly on 5<sup>th</sup> Street, Seaton Street and from the ground floor courtyard. In general, the site design creates an active environment by supporting bicycle and pedestrian activities, and creating a building orientation that is easily accessible. These Project features and improvements would further support the purpose of the Streets Standards Committee's guidelines, while creating a safe and engaging pedestrian environment, and would enrich the quality of the public realm, consistent with the objectives of the Mobility Element.

As such, the Project would be consistent with the Mobility Element through its proximity to public transit options, infrastructure improvements, pedestrian and bicycle amenities, and pedestrian-friendly design.

## **Health and Wellness Element**

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Project is consistent with the following:

### **Chapter 2: A City Built for Health**

***Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.***

### **Chapter 5: An Environment Where Life Thrives**

***Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.***

***Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.***

## **Air Quality Element**

Adopted in November 1992, the Air Quality Element sets forth the goals, objectives, and policies which guide the City in its implementation of its air quality improvement programs and strategies. The Project is consistent with the following policies:

***Policy 4.2.3 Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.***

***Policy 5.1.2 Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations,***

The Project's energy efficiency features and location near major transit facilities would help reduce the energy and emission footprint of the Project and the per capita Greenhouse Gas (GHG) emissions of the employees and visitors from private automobile travel.

A minimum of 30 percent of the total parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total parking spaces would be equipped with EV chargers, which would provide a convenient service amenity to the employees and visitors who utilize electricity on site for other functions. Additionally, the Project would provide short-term bicycle parking throughout the ground floor and long-term bicycle parking within the third level of subterranean parking.

The addition of 46,548 square feet of commercial uses under the Project, or 64,313 square feet under the Flexibility Option, to a neighborhood that is rapidly adding residential uses and is located 0.7 miles southeast of the Little Tokyo/Arts District Station for the A and E



light rail Metro lines, would provide employment opportunities to nearby residents, thereby, reducing commute times to work and reducing reliance on single-occupancy vehicle trips. The Project would also include a publicly accessible ground floor courtyard and two paseos, one of which would be landscaped to encourage passive recreation activities, and would provide a recreation space for on-site and nearby residents, employees, and visitors to enjoy passive recreational opportunities, while the proposed ground floor restaurant, retail, and office uses would enliven the Project Site frontages and provide a place to enjoy a meal.

In addition to adhering to smart growth principles of locating infill development adjacent to existing employment centers and public transportation options, the Project would comply with applicable provisions of the CALGreen Code and the Los Angeles Green Building Code, which would serve to reduce the Project's energy usage; and would incorporate a wide range of building technologies and design features, such as high efficiency toilet and urinals, low flow showerheads and private and commercial faucets, drought tolerant and native plants, drip/subsurface, zoned irrigation with weather-based irrigation controllers, a cool roof, high-efficiency that would protect the environment by saving energy (which would also reduce air emissions associated with electricity generation), reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality.

The Project would be consistent with the aforementioned policies by ensuring that future developments are energy efficient and shift to efficient and non-polluting sources of energy. As the Project would provide service amenities to improve habitability for on-site residents and employees of the Project and to minimize impacts on neighboring properties, it would, reduce air pollution and promote land use policies that reduce per capita GHG emissions.

#### **Land Use Element – Central City North Community Plan.**

The Central City North Community Plan was adopted in December 2000. The development of the Project would support the overarching goals of the Central City North Community Plan. The proposed development furthers the following Community Plan objectives and policies:

##### **Residential**

***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 to the year 2010.

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

***Policy 1-2.1:*** Encourage multiple residential development in commercial zones.

***Policy 1-3.2:*** Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

***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.

The Project would construction a new, eight-story mixed-use building comprised of 220 live/work units, of which 11 percent would be deed-restricted for Very Low Income (VLI) households, 46,548 square feet of commercial uses, a ground floor outdoor courtyard, and two paseos accessible from 5<sup>th</sup> Street and Seaton Street.

The Project includes a Flexibility Option to replace 20 live/work units with an additional 17,765 square feet of commercial space for office and art production-related uses, totaling 200 live/work units, of which 11 percent of the live/work units (22 units) would be deed-restricted for VLI households, and 64,313 square feet of commercial uses, with no other changes to the Project.

As there is no existing on-site housing, the Project would not displace any existing residents and instead would demolish three warehouse buildings. Further, the Project Site is located in a Transit Priority Area and adjacent to several bus lines and in the vicinity of the Metro A and E (Formerly Gold) Line Little Tokyo/Arts District Station (0.7 miles northwest of the Project Site), increasing accessibility to and from the Site via walking and transit. The Project would introduce new live/work units and commercial uses such as new restaurant, retail, and office uses to the area, reducing the vehicle miles travel to the Site as on-site and nearby residents, employees, and visitors would be able to walk to the commercial uses.

The Project Site is located in an urbanized area and generally surrounded by low- to medium-rise industrial and commercial buildings, as well as a few residential buildings. The Arts District neighborhood continues to undergo changes to the development landscape, with new residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses. The neighborhood's existing public infrastructure as well as the City's public services would accommodate the Project's residents, employees, and visitors.

The design of the ground floor incorporates utilitarian design elements of the Arts District neighborhood, while also increasingly the pedestrian-friendly environment of the area. The primary pedestrian entry to the live/work units and courtyard would be from the 5<sup>th</sup> Street paseo. The entry to the upper-level commercial spaces would be from the elevators in the commercial lobby accessible from the Seaton Street paseo. A mid-block break along Seaton Street, would help to break up the massing along the street as well as provide for an additional pedestrian paseo to the courtyard area. On the upper floors, the placement of the partially enclosed balconies of the live/work units would create a unique and artful design language appropriate to the artistic nature of the district. Overall, the Project's industrial and contemporary architecture complements and enhances the surrounding developments, originally comprised of low-scale manufacturing and industrial uses, but which now includes nearby proposed and approved projects, such as the proposed 670 Mesquit Project with a 32-story tower, 4<sup>th</sup> and Central Project with a 30-story tower, the Palmetto Project with a 21-story building and the 4<sup>th</sup> and Hewitt 18-story Office Building.

Thus the Project is consistent with the applicable Central City North Community Plan's residential goals, objectives, and policies.

### Commercial

**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 2-1.1:** *New commercial uses shall be located in existing established commercial areas or existing shopping centers.*

***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.

***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.

***Policy 2-4.2:*** Preserve community character, scale, and architectural diversity.

***Policy 2-4.3:*** Improve safety and aesthetics of parking areas in commercial areas.

The Project's development of a mixed-use building providing 46,548 square feet of commercial uses under the Project, or 64,313 square feet of commercial uses under the Flexibility Option would strengthen existing nearby commercial development, provide opportunities for new commercial development and services, and strengthen the economic base by expanding market opportunities for existing and new businesses. These commercial activities would be sited in proximity to existing residential and employment centers in the nearby Downtown Center, as well as to existing nearby residential uses located throughout the Arts District neighborhood.

The Project's design is a contemporary architectural style. The proposed building has been designed to blend within the distinct urban fabric of the Arts District community, which includes industrial, arts production, residential, and general commercial uses. The north- and west-facing street façades would incorporate large-scaled windows and partially enclosed balconies throughout the building that would provide texture and articulation. The design of the ground floor incorporates the utilitarian design elements from the surrounding Arts District neighborhood. The ground-floor commercial spaces would have 20-foot ceilings and would extend around the corner onto Seaton Street. Halfway along Seaton Street, a break in the streetwall would help to break up the massing along the street as well as provide for an additional pedestrian paseo to the courtyard. The restaurant uses and ground floor paseos from 5<sup>th</sup> and Seaton Streets that lead to a ground floor courtyard that would be activated with a variety of seating, trees, planters, and lighting.

According to the Central City North Community Plan, there are 914 acres planned for industrial use (approximately 45.5 percent of the 2,010 acre total) in the Community Plan area. The Project Site comprises 1.2-acres or approximately 0.13 percent of the industrially-zoned land in the Community Plan. The Project's commercial uses which would generate 185 and 255 jobs respectively, which would generate ongoing revenue for the City in the form of sales and property taxes. Therefore, the Project would not adversely impact the ability of the Community Plan Area to provide sufficient land for a variety of industrial uses with maximum employment opportunities.

The Project includes job producing uses that would maximize employment opportunities which are safe for the environment and the work force, and which have minimal adverse impact on adjacent uses. Surrounding uses include industrial and commercial buildings. The proposed uses are compatible with and complement the existing mix of industrial, and commercial uses within the immediately surrounding area.

In sum, the Project is consistent with the above commercial policies in that it would provide for a commercial development with job-producing uses that are allowed for in commercial zones, as is recognized in the adopted Central City North Community Plan and the Downtown Community Plan update.

For the reasons discussed above, the Project would be consistent with the overarching objectives and policies of the Central City North Community Plan.

### **River Improvement Overlay District**

The Project Site is located within the River Improvement Overlay Zone (RIO) and would be required to comply with the Los Angeles River Design Guidelines, which establishes best practices for designing projects located within the RIO District. The Los Angeles River Design Guidelines consist of overarching objectives followed by a list of specific implementation strategies. These strategies address river-adjacent development. Although the Project is located within the boundaries of the RIO District, the Project Site is approximately 0.4 miles west of the Los Angeles River. Nevertheless, the Project would further the relevant objectives of the Los Angeles River Design Guidelines by employing high quality, attractive and distinguishable architecture (Objective 2).

### **Central Industrial Redevelopment Plan Compliance Findings**

#### *Section 502 - Redevelopment Plan Map*

This section defers to the General Plan, Community Plan, and any applicable zoning ordinance regarding allowable land uses. The Project Site is designated as Heavy Industrial in the Central City North Community Plan and is located in the M3-1-RIO Zone. The Project includes a General Plan Amendment, Vesting Zone Change, and Height District Change that would change the Site's land use designation from Heavy Industrial to Regional Commercial and the zoning from M3-1-RIO to (T)(Q)C2-2-RIO. Pursuant to Section 502 of the Redevelopment Plan, and pending City Council approval, changes to the General Plan, Community Plan and any applicable Ordinances are automatically incorporated into the Redevelopment Plan. Therefore, the requested actions would be incorporated into the Plan, making the Project request and designation consistent with the Redevelopment Plan Map.

#### *Section 503.1 – Industrial Uses*

This section states that industrial areas shown on the Redevelopment Map Plan shall be maintained, consistent with the Community Plan. While the majority of properties in the surrounding area are designated and zoned heavy industrial and manufacturing, the implementation of the Adaptive Reuse Ordinance has allowed for residential uses within the live/work components, with neighborhood commercial uses to complement the residential population.

Specifically, the immediate vicinity includes residential uses located on land designated and zoned for industrial uses. Residential uses within walking distance to the Project Site include the six-story multi-unit residential building located at 825 East 4<sup>th</sup> Street, the Amp Lofts (695 South Santa Fe Avenue), the Brick Lofts (562 Mateo street), the Toy Factory Lofts (1855 Industrial Street) and the Biscuit Company Lofts (1850 Industrial Street). Immediately to the south of the Project Site is a vacant lot used for film production and staging purposes, across Seaton Street, to the west, are various one- and two-story automotive/truck service, recycling, and wholesale businesses, across 5th Street, to the north, are two-story warehouse buildings converted to event space, commercial uses, and residential lofts, and

to the east, are one- and two-story warehouse buildings housing manufacturing and distribution businesses. Given this mix of surrounding uses, the conversion of industrial land to residential live/work, office and commercial uses, will be compatible with and complementary to adjacent land uses.

According to the Central City North Community Plan, there are 914 acres planned for industrial use (approximately 45.5 percent of the 2,010 acre total) in the Community Plan area. The Project Site comprises 1.2 acres or approximately 0.13 percent of the industrially-zoned land in the Community Plan. The Project would result in an increase of 185 employees under Project and 225 new employees under Flexibility Option and would generate ongoing revenue to the City in the form of sales and property taxes. Therefore, the Project would not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or cause the City to incur adverse fiscal impacts. Therefore, the Project would comply with Section 503 of the Redevelopment Plan.

#### *Section 504.2 – Public Street Layout, Rights-of-Way and Easements*

This section requires that roadway dedications as illustrated in Exhibit 1 of the Redevelopment Plan Map shall remain substantially in existing configuration, however additional public streets, rights-of-way, and easements may be created in the Project as needed for development and circulation.

The Project incorporates mobility-friendly design and streetscape elements such as expanded, landscaped sidewalks, street lighting, , street trees, a ground floor courtyard and two paseos connecting 5th Street and Seaton Street, and bicycle parking facilities consistent with the City's Bicycle Parking Ordinance to provide friendly, safe, and convenient access to nearby neighborhood uses and various nearby transit options.

The DAA approved BOE's requested dedications as well as City Planning staff's request to permit the dedications in accordance with the Living Streets typology. The Project, like many others in the surrounding area, represents the changing nature of the Arts District from primarily industrial uses to a mix of commercial and residential uses. The Project incorporates mobility-friendly design elements such as expanded, landscaped sidewalks, a ground floor courtyard connecting 5<sup>th</sup> Street and Seaton Street, and bicycle parking facilities consistent with the City's Bicycle Parking Ordinance to provide friendly, safe, and convenient access to nearby neighborhood uses and various nearby transit options. Therefore, the Project would comply with Section 504.2 of the Redevelopment Plan.

#### *Section 507 – New Construction and Rehabilitation of Properties*

This section requires that new construction and rehabilitation of existing structures located in the Project Area shall comply with all existing regulations. The Project is required to comply with all applicable federal, state, and local regulations. Therefore, the Project would comply with Section 507 of the Redevelopment Plan.

#### *Section 509 – Limitation on Type, Size, and Height of Buildings*

This section requires that the type, size and height of buildings shall be limited by applicable federal, state, and local statutes, codes, ordinances and regulations and as generally diagrammed in Exhibit No. 4 of the Redevelopment Plan. The Project includes a General Plan Amendment, Vesting Zone Change, and Height District Change to change the land use designation to Regional Center Commercial uses and the existing zone to (T)(Q)C2-2-RIO, (T)(Q)C2-2-RIO, which would permit a maximum FAR of 6:1 and would not establish a maximum building height. The Project proposes a total of 249,758 square feet on a 1.2



acre lot, for a maximum FAR of 4.77:1. Therefore, the Project would comply with Section 509 of the Redevelopment Plan with FAR of 4.77:1.

#### *Section 512.1 – Maximum Floor Area Ratios*

This section requires that the maximum floor area ratios for any parcel in the Redevelopment Plan Area to be no more than three times the parcel area. As stated in Section 502 of the Redevelopment Plan, “in the event that the General Plan, the applicable Community Plan, or any applicable City zoning ordinance is amended or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including without limitation, all Exhibits attached hereto, shall be automatically modified accordingly without the need for any formal plan amendment process.” In conjunction with the General Plan Amendment, Vesting Zone Change, and Height District Change, the Project would be permitted a maximum 6:1 FAR. In total, the Project would contain up to 249,758 square feet of floor area on a 52,441 net square feet (1.2 acre) lot, for an FAR of 4.77:1. Thus, with approval of the requested entitlements, the Project would comply with Section 512.1 of the Redevelopment Plan.

#### *Section 513 - Open Space, Landscaping, Light, Air and Privacy*

This section defines the approximate amount of total open space to be provided in the Redevelopment Plan area and also states that sufficient space shall be maintained between buildings to provide adequate light, air, and privacy. While this provision applies to the entire CRA Project Area and is not meant to be directly applied to individual development projects, the Project would provide open space areas to generally support this plan provision, including a publicly accessible, ground floor courtyard, a second floor lounge, and rooftop amenities that would provide light, air, and privacy to the Project site. Landscaping would be provided in the public courtyard and amenity decks. The Project would also comply with open space requirements under LAMC Section 12.21 G. Therefore, the Project complies with Section 513 of the Redevelopment Plan.

#### *Section 514 – Signs and Billboards*

This section prohibits billboards and requires that all other signage conform to the City's signage standards. No billboards are proposed for the Project, and all future commercial tenant signage would comply with the City's sign regulations. Therefore, the Project conforms with Section 514 of the Redevelopment Plan.

#### *Section 515 – Utilities*

This section requires that all utilities be placed underground if physically and economically feasible. The Applicant would be required to comply with the requirements of the City of Los Angeles Department of Water and Power in regards to the placement of utility lines. Therefore, the Project conforms to Section 515 of the Redevelopment Plan.

#### *Section 516 – Parking and Loading Facilities*

This section requires that all parking be provided consistent with the standards of the LAMC and that parking and loading areas be screened/out of view from the public. The City cannot require the Project to provide vehicle parking for the proposed commercial and residential uses, as the Site meets the requirements of Government Code Section 65863.2 (AB 2097). However, the Applicant has chosen to voluntarily provide vehicle parking based on the parking regulations that would have otherwise applied to the Project and the Flexibility

Option. Parking would be located within a three-level subterranean garage and thus, would not be visible from the public right-of-way. In addition, the Project would not provide any loading areas as the Site is adjacent to an alley and a dedicated loading space is not required. Therefore, the Project conforms with Section 516 of the Redevelopment Plan.

#### *Section 517 – Setbacks*

This section requires that all setback areas be landscaped, paved for accessibility, and maintained by the owner. Pursuant to LAMC Section 12.14, front yard setbacks are not required in the proposed C2 Zone; however, the C2 Zone defaults to the R4 Zone for residential setbacks, measured at the first residential level. As part of the Project's Density Bonus request, the Applicant has requested an On-Menu incentive to allow for 10-foot easterly side yard setback, in lieu of the otherwise required 11 feet at the lowest residential level; and a Waiver of Development Standard to allow a 15-foot rear yard setback, where 20 feet would otherwise be required for the residential portions of the building on the second to eighth level. Pursuant to LAMC 12.22 A.18(c)(3), no yard requirements shall apply to structures with a mix of commercial and residential uses in the C2 Zone and abut a street or alley. Thus, the westerly side yard would not require a yard setback as it abuts Seaton Street.

The Project would include a landscaped and hardscaped ground floor courtyard and two paseos. Therefore, the Project conforms with Section 517 of the Redevelopment Plan.

#### *Section 518 – Incompatible Uses*

This section prohibits the construction/operation of incompatible uses with the surrounding area and/or the extraction of oil, gas, or other mineral substances. The Project Site is located within the South Industrial subarea, which is bounded by the City of Vernon to the south, the Los Angeles River to the east, 3rd Street to the north, and Alameda Street to the west, is primarily made up of industrial uses with large warehouses, and truck and railroad yards. The Alameda Corridor terminates in this area of the Community Plan. Numerous warehouses, in the South Industrial subarea, have been recently converted to commercial uses and artists' lofts and studios. This area borders an area commonly referred to as the Arts District of downtown Los Angeles. The Arts District encompasses an area that has been transitioning from predominantly industrial warehouses to also include creative spaces, including live/work units, commercial uses (e.g., retail shops, restaurants, and studios), multi-family residential, etc. The Project Site has frontage along 5th Street and Seaton Street, which are lined with industrial, commercial, and live/work uses. The land uses within the Property's general vicinity are characterized by a mix of low- to medium-intensity industrial, commercial, and live/work uses which vary widely in building style and period of construction. The surrounding properties include industrial, commercial retail, studio, bar, café, restaurant, low-rise and mid-rise adaptive reuse buildings with live/work components, and surface parking lots. In addition as a mixed-use Project, there would be no oil, gas and other mineral substances extractions. The Project would include 220 live/work units and 46,548 square feet of commercial uses comprised of general commercial, restaurant, retail and office uses. The Project's Flexibility Option would allow for the replacement of 20 live/work units with an additional 17,765 square feet of commercial space for office and art production-related uses, totaling 200 live/work units and 64,313 square feet of commercial uses. Therefore, the Project would not introduce any incompatible uses and/or result in the extraction of oil, gas, or other mineral substances. Therefore, the Project conforms with Section 518 of the Redevelopment Plan.

*Section 519 – Resubdivision of Parcels*

This section states that no parcel shall be re-subdivided without Agency approval. On August 30, 2024, the Deputy Advisory Agency (DAA) approved the associated VTTM Case No. VTT-74549, for merger of eight lots into one ground lot for residential and commercial condominium purposes; a waiver of dedications and a request for non-standard improvements along 5th Street and Seaton Street; and a Haul Route for the export of up to 81,000 cubic yards of soil. The determination of the DAA was subsequently appealed and is before the City Planning Commission (CPC), concurrent with the subject case. Should the CPC deny appeal and sustain the DAA's approval, the Project would conform with Section 519 of the Redevelopment Plan.

*Section 522 – Design Guidelines and Development Controls*

This section requires that all new improvements to existing and proposed developments be in accordance with the Redevelopment Plan and any other applicable design guidelines and development controls. As clarified by CRA/LA, land use regulations, shall defer to and are superseded by the underlying General Plan, Community Plan, and Zoning Ordinance, including the codified sections of the RIO Overlay. The Project would include a publicly accessible ground floor courtyard, street trees, and employ high quality and distinguishable architecture while minimizing the quantity and appearance of parking areas. Therefore, the Project conforms to Section 522 of the Redevelopment Plan.

*Section 523 - Variances, Conditional Use Permits, Building Permits and Other Land Development Entitlements*

This section requires that no zoning variance, conditional use permit, building permit, demolition permit or other land development entitlement be issued without approval from the CRA/LA. As stated in Ordinance No. 186,325, the City Planning Department has assumed the roles and authority of the former CRA/LA. As part of the requirement for this Project, Redevelopment Plan compliance findings have been provided herein. Therefore, the Project conforms to Section 523 of the Redevelopment Plan.

*Section 524 – Buildings of Architectural and Historical Significance*

This section states that prior to redevelopment or rehabilitation of any parcel within the Project Area, the Agency shall determine if any structures located on the applicable parcel(s) are of architectural or historic significance. As determined in the Project's Cultural Resources Section of the Draft EIR, the existing on-site buildings are not of architectural or historical significance. Therefore, the Project would comply with Section 524 of the Redevelopment Plan.

*Section 525 – Design for Development*

This section authorizes the Agency to establish FAR, height, setback, design, access, and other applicable development and design controls as necessary for both private and public parcels located within the Project Area. In conjunction with the approval of the requested entitlements, the Project conforms to Section 525 of the Redevelopment Plan.

**3. Sewerage Facilities Element**

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. The sewer system will be able to accommodate the total flows for the Project, further detailed gauging and evaluation may be needed as part of the permit

process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the Applicant would be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Project.

4. **City Charter Finding 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

**Amendment in Whole or in Part.** The requested General Plan Amendment is an Amendment in Part of the Central City North Community Plan, as it is for the subject site and not the entire Community Plan. The Project's requested amendment from Heavy Manufacturing to Regional Commercial, and concurrent Vesting Zone Change and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO, would support the City's efforts to provide commercial and office uses in appropriate infill locations near existing activity centers.

The Arts District is a neighborhood of Downtown Los Angeles that has historically been characterized by industrial, warehousing, and distribution uses, and is an important part of the City's physical identity. The requested General Plan Amendment would allow the Project Site to provide a mix of live/work and commercial uses to strengthen the economic identity of the surrounding area, which currently includes these uses. The Project would result in an active street life, while also introducing new live/work and commercial uses on the Project Site, thereby contributing to the conservation of the economic identity of the Site and the significant social and physical identity of the district.

The Project Site is comprised of eight contiguous lots totaling 1.2-acres and is currently improved with three vacant warehouse buildings and a surface parking lot that total 35,445 square feet in building floor area. The Project Site is located in an urbanized area, on the northwest corner of Seaton Street and 5<sup>th</sup> Street, and generally surrounded by low- and medium-rise industrial and commercial buildings, as well as a few residential buildings. The proposed uses are compatible with and complement the existing mix of commercial and industrial uses within the immediate vicinity.

Although the site, as well as several other properties in the immediate area, are designated for heavy industrial uses, the Art's District neighborhood is characterized by a mix of office, residential, industrial, retail, restaurants, and other commercial uses. The Arts District neighborhood continues to undergo changes to the development landscape, including the introduction of taller buildings with a variety of new uses such as residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses such as the proposed 670 Mesquit Project with a 32-story tower, 4<sup>th</sup> and Central Project with a 30-story tower and the Palmetto Project with a 21-story building. Nearby residential buildings include the six-story multi-unit residential building located at 825 East 4<sup>th</sup> Street, the Amp Lofts (695 South Santa Fe Avenue), the Brick Lofts (562 Mateo Street), the Toy Factory Lofts (1855 Industrial Street) and the Biscuit Company Lofts (1850 Industrial Street).

The Project Site is located within a Transit Priority Area and would be located in proximity to public transit, including stops along Alameda Street and Palmetto Street. Public transit service in the immediate Project vicinity is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH). The bus lines include Metro Local Lines 18, 53, 62, and Metro Rapid 720, the LADOT DASH A bus, and Commuter

Express. Additionally, the Project Site is approximately 0.7 miles southeast of the Metro A and E Line Little Tokyo/Arts District Station.

The Project represents an opportunity to redevelop the site with a new eight-story, mixed-use building comprised of 220 live/work units, of which 11 percent (25 units) would be deed-restricted for VLI households, 46,548 square feet of commercial uses or 200 live/work units of which 11 percent (22 units) would be deed-restricted for VLI households and 64,313 square feet of commercial uses, including office and art production-related uses, under the Flexibility Option, and a publicly accessible ground floor courtyard and two paseos accessible from Seaton Street and 5<sup>th</sup> Street.

Re-designating the land use of the Project Site reinforces an area that has its own economic and physical identity by furthering the General Plan Land Use Element's policies to focus development in areas that are accessible to existing activity centers and transit, providing compatible and complementary economically productive uses, which supports the provisions of the Central City North Community Plan.

Therefore, the General Plan should be amended in part through the Central City North Community Plan as the Project would contribute to and strengthen an area which has significant social, economic or physical identity.

5. **City Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The Project Site is located within the Central City North Community Plan area, which is one of the 35 community plans that comprise the Land Use Element of the General Plan. The Community Plan designates the Site as Heavy Industrial, which has a corresponding zone of M3. The Site is presently zoned M3-1-RIO, consistent with the land use designation. As proposed, the Project would re-designate the Project Site from Heavy Industrial to Regional Commercial. The General Plan Amendment, and corresponding Vesting Zone and Height District Change, would allow the redevelopment of the Site with an eight-story, mixed-use building comprised of 220 live/work units, of which 11 percent (25 units) would be deed-restricted for VLI households, 46,548 square feet of commercial uses or 200 live/work units of which 11 percent (22 units) would be deed-restricted for VLI households and 64,313 square feet of commercial uses, including office and art production-related uses, under the Flexibility Option, and a publicly accessible ground floor courtyard and two paseos from Seaton Street and 5<sup>th</sup> Street.

The Project would introduce new, economically productive land uses that are complementary to similar uses that are consistent with the changing land use patterns and uses in the immediate area, which is currently developed with a variety of commercial and industrial uses on properties zoned for industrial uses but more recently has undergone changes to the development landscape, with new residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses; and would enhance the pedestrian environment by activating ground floor uses within proximity to transit and existing employment, amenity, and commercial centers within and around Downtown. Further, the Project's proposed uses are generally consistent with the overarching vision of the adopted Community Plan.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application



involving the same Project. As detailed above in Finding No. 2 the requested General Plan Amendment complies with Los Angeles City Charter Section 556 in that it is in substantial conformance with the purposes, intent and provisions of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element, Air Quality Element, and the Land Use Element – Central City North Community Plan.

- 6. City Charter Finding 558.** The proposed Amendment to the Central City North Community Plan will be in conformance with public necessity, convenience, general welfare and represents good zoning practice.

The recommended General Plan Amendment to the Central City North Community Plan would re-designate the land use from Heavy Industrial to Regional Commercial. In conjunction with the General Plan Amendment, the corresponding Vesting Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO would allow the redevelopment of the Project Site with a new eight-story mixed-use building comprised of 220 live/work units, of which 11 percent (25 units) would be deed-restricted for Very Low Income (VLI) households, and 46,548 square feet of commercial uses; or 200 live work units of which 11 percent (22 units) would be deed-restricted for Very Low Income (VLI) households, and 64,313 square feet of commercial uses under the Flexibility Option.

#### Public Necessity, Convenience, and General Welfare

The Project would be an infill development in an area developed with low- and medium-rise industrial and commercial buildings as well as a few residential buildings of widely varying age. To the north of the Project Site, across 5th Street, are two-story warehouse buildings converted to event space, commercial uses, and residential lofts. To the east of the Project Site are one- and two-story warehouse buildings, housing manufacturing and distribution businesses. To the south of the Project Site is a vacant lot used for film production and staging purposes and to the west of the Project Site, across Seaton Street, are various one- and two-story automotive/truck service, recycling, and wholesale businesses. While the area immediately around the Site is generally surrounded by low and medium rise industrial and commercial buildings, the Project Site is located in an urbanized area and the Arts District neighborhood continues to undergo changes to the development landscape, including the introduction of taller buildings with a variety of new uses such as residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses.

According to the Central City North Community Plan, there are 914 acres planned for industrial use (approximately 45.5 percent of the 2,010 acre total) in the Community Plan area. The Project Site comprises 1.2 acres or approximately 0.13 percent of the industrially-zoned land in the Community Plan. The Project would generate 185 jobs and the Flexibility Option would generate 255 jobs, both which would create ongoing revenue for the City in the form of sales and property taxes. Therefore, the Project would not adversely impact the ability of the Community Plan area to provide sufficient land for a variety of industrial uses with maximum employment opportunities. In order to provide the new eight-story mixed-use building, the Project would change the current industrial land use designation to allow for commercial uses in order to maximize employment opportunities which are safe for the environment and the work force, and which have minimal adverse impact on adjacent uses.

The Project would be required to provide 24,125 square feet of open space based on the number of units and bedrooms per LAMC Section 12.21 G.2. However, through the Project's Density Bonus request, an on-menu incentive would reduce the open space requirement by approximately six percent to 22,725 square feet for the Project only. The Flexibility Option

would require 20,675 square feet of open space, slightly less than the Project due to the reduction in live/work units and thus would not utilize the on-menu incentive. The Project and Flexibility Option would both provide the 22,725 square feet of open space throughout the Project Site comprised of common outdoor spaces, indoor communal spaces, and private open space. Common outdoor open spaces would be provided in the publicly-accessible courtyard and the Seaton Street landscape paseo, a second floor outdoor lounge, and the eighth floor pool deck, urban garden, outdoor dining, and barbecue areas. Indoor communal spaces include a fitness center, art gallery, and lounge on the eight floor. Private outdoor spaces include portions of the live/work balconies. As proposed, the Project would improve the livability and general welfare of the future residents, employees, and visitors of the development through the provision of open space, amenities, and commercial uses. The Project would further promote foot traffic through the development of ground floor restaurant, retail, and office uses, new street trees, and the ground floor courtyard that would provide pedestrian access between 5<sup>th</sup> Steet and Seaton Street.

Approval of the requested General Plan Amendment from Heavy Industrial to Regional Commercial and the associated Zone and Height District Change would allow the Project to make more efficient use of land by providing new residential and employment opportunities, while accommodating for projected population growth in the area that is compatible with its evolving surrounding uses. Therefore, the requested actions would be in conformity with public necessity, convenience, and general welfare.

#### Good Zoning Practice

Although the site, as well as a number of other properties in the area, are designated for industrial uses, development in the immediate vicinity is characterized by a mix of commercial and industrial uses. Nearby residential uses within walking distance of the Site include the six-story, multi-unit residential building located at 825 East 4<sup>th</sup> Street, the Amp Lofts (695 South Santa Fe Avenue), the Brick Lofts (562 Mateo Street), the Toy Factory Lofts (1855 Industrial Street) and the Biscuit Company Lofts (1850 Industrial Street).

As the Arts District neighborhood is developed with a mixture of residential, commercial, office and light manufacturing uses, the Project would be compatible with the range of uses that exist in the vicinity. The proposed eight-story (116 foot tall), mixed-use building is similar in height to other buildings in the immediate surrounding area, including the recently approved and proposed projects shown in the table below.

<i><b>Height and Number of Stories of Proposed/Approved Nearby Projects</b></i>			
<b>Project Location</b>	<b>Number of Stories/Height</b>	<b>Distance from Project Site</b>	<b>Approved/Proposed</b>
2143 Violet Street	31 stories/343 feet	1 mile	Approved
2045 Violet Street	13 stories/273 feet	0.9 miles	Proposed
1101 East 5 <sup>th</sup> Street	12 stories/170 feet	0.1 miles	Approved
4 <sup>th</sup> Street and Central Avenue <sup>1</sup>	2-30 stories/max height of 364 feet	0.2 miles	Proposed
670 Mesquit Street <sup>2</sup>	26-32 stories/max height of 378 feet	0.5 miles	Proposed
527 Colyton Street	12 stories/148 feet	0.1 miles	Proposed

401 Hewitt St	18 stories/ 292 feet	0.2 miles	Approved
<sup>1</sup> This project would include 10 buildings.			
<sup>2</sup> This project would include five buildings.			

As such, approval of the Project would allow for the development and use of a mixed-use building consistent with the scale of existing and proposed developments in the surrounding neighborhood.

The General Plan Amendment and Zone Change and Height District Change would promote a more walkable neighborhood by locating residential, restaurant, retail, and office uses within proximity of transit, existing job centers and services, and similar commercial uses; and would offer amenities that would improve the quality of life for future residents, employees as well as the surrounding community. Furthermore, as discussed in Finding No. 2, the Project is consistent with the objectives and policies of the Central City North Community Plan. Therefore, the requested General Plan Amendment would represent good zoning practices and development patterns in this portion of Downtown Los Angeles.

## **ENTITLEMENT FINDINGS**

### **7. Vesting Zone Change, Height District Change, and “T” and “Q” Classification**

- a. Pursuant to Section 12.32 C of the Los Angeles Municipal Code (LAMC), and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

Pursuant to LAMC 12.32 the City Planning Commission is required to provide a recommendation regarding the relation of the proposed land use ordinance to the General Plan. The proposed Zone Change from M3-1-RIO to (T)(Q)C2-2-RIO would be consistent with the requested General Plan Amendment to change the Site's land use designation from Heavy Industrial to Regional Commercial, as detailed above in Finding No. 1.

Public Necessity. The subject property is currently designated as Heavy Industrial by the Central City North Community Plan and zoned M3-1-RIO. The Applicant is requesting a General Plan Amendment, Vesting Zone Change, and Height District Change to modify the land use designation to Regional Commercial and the zone to (T)(Q)C2-2-RIO for the entirety of the Project Site. The proposed Zone Change and Height District Change would allow for commercial uses, and a maximum FAR of 6:1.

The Project would demolish the three warehouse buildings and a surface parking lot and construct a new eight-story, mixed-use building comprised of 220 live/work units, of which 11 percent (25 units) would be deed-restricted for VLI households, 46,548 square feet of commercial uses or 200 live/work units of which 11 percent (22 units) would be deed-restricted for VLI households and 64,313 square feet of commercial uses, including office and art production-related uses, under the Flexibility Option, a publicly accessible ground floor courtyard and two paseos accessible from Seaton Street and 5<sup>th</sup> Street, thus supporting a City with thriving and expanding businesses.

The Project would be an infill development within the Arts District neighborhood which is rapidly transforming from an area with low-rise warehouses with industrial uses and a few residential buildings to an area with a more intense mix of residential, office, retail, and restaurant uses. The proposed Vesting Zone Change and Height District Change

would be consistent with public necessity as it would introduce new live/work units and bring a greater variety of jobs to an area going through extraordinary residential growth; and would allow an increase in FAR for an underdeveloped site that could otherwise support the economic goals for the City and the Community Plan area. As such, the proposed Vesting Zone and Height District Change would be in conformity with public necessity.

Convenience. Approval of the Vesting Zone and Height District Change would permit the construction of a new mixed-use development with up to 249,758 square feet of floor area on a 1.2-acre site, resulting in an FAR of 4.77:1. The Project would be comprised of 220 live/work units and 46,548 square feet of commercial uses or 200 live/work units of which 11 percent (22 units) would be deed-restricted for VLI households and 64,313 square feet of commercial uses, including office and art production-related uses, under the Flexibility Option, and a publicly accessible ground floor courtyard and two paseos accessible from Seaton Street and 5<sup>th</sup> Street. The Project would locate new live/work units, employment opportunities, publicly-accessible open space, and commercial uses to a centrally-located neighborhood near housing and transit.

The Project would activate the Project Site frontages by including ground floor restaurant, retail, and office spaces, as well as a courtyard and two paseos accessible from Seaton Street and 5<sup>th</sup> Street, which would provide places to eat, shop, and recreate for on-site and nearby residents, employees, and visitors.

In sum, the Project locates new residential and employment opportunities, open space, and restaurant, retail, and office uses to a transit-rich, centrally-located neighborhood experiencing a growing residential population. Accordingly, the proposed Vesting Zone and Height District Change would be in conformity with the public convenience.

General Welfare. Approval of the requested Vesting Zone and Height District Change would allow for the construction of a new mixed-use development comprised of 220 live/work units and 46,548 square feet of commercial uses, or 200 live/work units and 64,313 square feet of commercial uses under the Flexibility Option, both totaling 249,758 square feet of floor area on a 1.2-acre site, for an FAR of 4.77:1.

The proposed Vesting Zone and Height District Change would promote the general welfare by locating live/work units and commercial uses in a transit-rich, centrally-located neighborhood within proximity to light rail and local and regional bus lines and an expanding residential base, thus reducing congestion and air pollution in the area. The Project would also include publicly-accessible open space to a dense urban area for use by on-site and nearby residents, employees, and visitors. The residential and commercial uses would introduce new activity to the area, creating a more active and safe neighborhood. As such, the proposed Vesting Zone Change and Height District Change would be consistent with general welfare.

Good Zoning Practice. The Project Site is designated by the Central City North Community Plan for Heavy Industrial land uses, which has a corresponding zone of M3. The Project Site is zoned M3-1-RIO, consistent with the existing land use designation. Although the Site is designated for heavy industrial uses, the immediate vicinity is characterized by a mix of office, residential, restaurant, and retail uses.

The proposed Vesting Zone and Height District Change would allow for the Project to provide 220 live/work units and 185 jobs (255 jobs under the Flexibility Option) to the surrounding area, introducing new live/work units and increasing employment

opportunities in the area. The proposed residential and commercial uses would be in proximity to public transit, including light rail and local and regional bus lines, thereby, reducing the amount of single-occupancy vehicles on the road. The Project would also provide publicly accessible open space which would provide a location for local residents, employees, and visitors to interact and recreate. The Project would be consistent with evolving nature of the Arts District neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes nearby proposed projects, such as the proposed 670 Mesquit Project with a 32-story tower, 4<sup>th</sup> and Central Project with a 30-story tower and the Palmetto Project with a 21-story building.

In addition, the Project Site is located within the River Improvement Overlay Zone (RIO) and would be required to comply with the Los Angeles River Design Guidelines, which establishes best practices for designing projects located within the RIO Zone by including employing high quality, attractive and distinguishable architecture and minimizing the quantity and appearance of parking and loading areas by locating all parking underground and placing loading areas within the building or away from public view.

Finally, as discussed in Finding No. 2, the redevelopment of the Site with residential and commercial uses that are consistent with the objectives and policies of the Community Plan. Therefore, the Vesting Zone and Height District Change would be in conformity with good zoning practices and with development patterns in the immediate area.

**b. “T” and “Q” Classification Findings.**

Per LAMC Sections 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval imposed herein for the Project. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The “Q” conditions that limit the scale and scope of future development on the site, as well as ensure a publicly accessible paseo, are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, and to secure an appropriate development in harmony with the General Plan..

**8. Density Bonus Findings**

**Affordable Housing Incentives Program Findings** In accordance with California Government Code Section 65915 and LAMC Section 12.22 A.25, in exchange for setting aside a minimum of 25 units (22 units for the Flexibility Option) out of the 220 proposed residential units (200 proposed units for the Flexibility Option) (11 percent) for VLI Households, the Project is eligible for a density bonus, reduction in parking, and two incentives allowing for relief from development standards.

**a. Pursuant to Section 12.22 A.25(c) of the LAMC and Government Code Section 65915(d), the Director shall approve a density bonus and requested incentive(s) unless the director finds that:**

- i. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and**



**Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.****On-Menu Incentives**

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested On-Menu Incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

As required by LAMC Section 12.22 A.25(e)(2), the Project and Flexibility Option meet the eligibility criterion that is required for projects requesting on-menu incentives in that they: i) provide facade articulation through the use of varying materials and architectural differentiation between the ground floor and upper stories of the building; ii) provides street orientation by including active street frontages with pedestrian features; iii) does not involve a contributing structure in a designated Historic Preservation Overlay Zone, or a structure listed on the National Register of Historic Places; and iv) is not located on a substandard street in a Hillside Area or Very High Fire Hazard Severity Zone, as recorded in the City's Zoning Information and Map Access System.

The list of On-Menu Incentives in LAMC 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of a project. As such, the Department will always arrive at the conclusion that the Density Bonus On-Menu Incentives will result in identifiable and actual cost reductions that provide for affordable housing costs as the incentives, by their nature, increase the scale of the project.

Based on the Project's set-aside of 11 percent (25 units) of the total 220 units for VLI households and the Flexibility Option's set aside of 11 percent (22 units) of the total 200 units for VLI Households, the Applicant is entitled to two Incentives under Government Code 65915 and the LAMC. The Project will utilize two On-Menu Incentives; (1) to decrease the Project's required open space by six percent applicable to the Project only and not the Flexibility Option; and (2) to allow a 10 percent reduction in the easterly side yard setback.

**Open Space**

Pursuant to LAMC 12.21 G.2, the Project is required to provide 24,125 square feet of open space based on the proposed live/work unit mix. The Applicant has requested an On-Menu Incentive to reduce the open space requirement for the Project by approximately six percent to 22,725 square feet. The Flexibility Option would require 20,675 square feet of open space, slightly less than the Project due to the reduction in live/work units. Thus, the requested On-Menu Incentive for open space reduction is only for the Project, not the Flexibility Option. The Project and Flexibility Option would both provide 22,725 square feet of open space throughout

the Project Site comprised of common outdoor spaces, indoor communal spaces, and private open space.

The reduction allows the Project to include a feasible mix of dwelling units in order to include the required number of affordable units within its building envelope. Without the incentive, a minimum of two to three dwelling units would need to be removed compromising the feasibility of providing the proposed number of affordable units and the overall feasibility of the Project.

#### Setback

Pursuant to LAMC 12.14 C.2, the required side yard setback for an eight-story mixed use building would be 11 feet. The Applicant has requested an On-Menu Incentive to allow for an approximately 10 percent reduction in the easterly side yard setback, for a setback of 10 feet in lieu of the otherwise required 11 feet at the lowest residential level. The requested relief would allow the Project to accommodate an additional two dwelling units on the second floor and three residential units on floors three through seven, for a total of 17 live/work units. Without the relief, the design and configuration of 17 units would be compromised. Thus, compromising the feasibility of providing the proposed number of affordable units.

For the Flexibility Option, 16 live/work units would be compromised without the requested Incentive, thus decreasing the number of VLI units from 22 units to 21 units. Additionally, under both the Project and Flexibility Option, without relief, the communal open space on the eighth floor would need to be reduced.

Therefore, there is substantial evidence that the approximately six percent reduction in required open space (for the Project only and not the Flexibility Option) and the 10 percent reduction to the easterly side yard provides actual and identifiable cost reductions to provide for the affordable housing costs of the Project, as the Applicant would be able to build a greater number of market-rate units which would offset the costs associated with providing the VLI units. Therefore, these Incentives support the Density Bonus request by setting aside the 25 units (22 units for the Flexibility Option) for VLI households for 55 years.

- ii. **The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25(e)(2), the findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant and unavoidable impact under CEQA. There is no substantial evidence that the Incentives for the Project will have a specific adverse

impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

**iii. The incentives are contrary to state or federal law.**

There is no evidence in the record that the proposed Incentives are contrary to State or Federal law.

**b. Density Bonus Off-Menu Waiver of Development Standards Findings**

Following is a delineation of the findings related to the request for a Waiver of Development Standards. Government Code Section 65915 and LAMC Section 12.22 A.25(c) state that the Commission shall approve a Density Bonus and requested Waivers of Development Standard unless the Commission finds that:

**i. The waivers or reductions of development standards are contrary to state or federal law.**

There is no evidence in the record that the proposed Waiver is contrary to State or Federal law. A project that provides 11 percent of base units, or in this case total units, for VLI Households qualifies for two Incentives, and pursuant to Government Code Section 65915(e)(1), and Applicant may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]”. Moreover, Government Code Section 65915(e)(2) states that that a proposal for the waiver or reduction of development standards shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled. The Applicant requests one Off-Menu Waiver of Development Standards to allow a 24 percent reduction in the southerly rear yard setback, for a setback of 15 feet, 3 inches in lieu of the otherwise required 20 feet at the lowest residential level.

Pursuant to LAMC 12.14 C.2, the required rear yard setback for the Project would be 20 feet at the lowest residential level. The requested Waiver of Development Standard would provide a five-foot relief from the otherwise 20 foot required rear yard setback area for the residential portions of the building on the second to eighth floor. The Waiver would provide relief for five units on each of the six levels, impacting a total of 30 units and various residential open space amenities on the eighth floor. The setbacks would impact bedrooms and bathrooms of the affected units, physically limiting the full construction of units in order to maintain a well-balanced project of varied unit types for a range of households and rent levels. The Waiver would also allow for additional area for common open space and residential amenities on the eighth floor which would help the Project meet its residential open space requirements.

Granting the requested Waiver would allow the Project to have comparable, marketable unit sizes, provide sufficient usable open space in compliance with the LAMC, and be able to maximize the total lot area to provide a well-balanced development with the appropriate balance of market-rate and affordable residential units as well as open space and recreational amenities. Therefore, the development standard from which the Waiver is requested would have the effect

of physically precluding the construction of a development meeting the affordable set-aside criteria, and would prevent the Applicant from building the proposed 220 live/work units including 25 units set aside for VLI households for the Project or the proposed 200 live/work units including 22 units set aside for VLI households for the Flexibility Option.

- ii. **The Waiver will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible methods to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health and safety.**

There is no substantial evidence in the record that the proposed Waiver would have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The findings to deny a Waiver under Density Bonus Law are not equivalent to the findings for determining the existence of a significant and unavoidable impact under CEQA. There is no substantial evidence that the Waiver of Development Standards for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources. Therefore, there is no substantial evidence that the proposed Waiver will have a specific adverse impact on public health and safety.

## **9. Main Conditional Use (On-Site Alcohol Sales) Findings**

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption within up to four establishments and associated outdoor dining areas. The following are the required findings to permit the sale and dispensing of alcoholic beverages as required by LAMC 12.24 E and 12.24 W.1.

- a. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region**

The Project would involve the demolition of three existing warehouse buildings and a surface parking lot, and the construction of an eight-story, mixed-use building with 220 live/work units and 46,548 square feet of commercial uses or 200 live/work units and 64,323 square feet of commercial under the Flexibility Option. The Project would total 249,758 square feet of floor area on a 1.2-acre site, resulting in a FAR of 4.77:1. The Main Conditional Use Permit would allow for the sale and dispensing of a full line of alcoholic beverages of alcohol for on-site consumption at four establishments located on the ground floor of the Project totaling 19,609 square feet.

The Project Site is located within the Central City North Community Plan area, and is currently designated for Heavy Industrial land uses corresponding to the M3-1-RIO Zone. The Applicant is requesting a General Plan Amendment to change the land use designation on the Project Site to Regional Commercial, and a corresponding Vesting

Zone and Height District Change to change the zoning on the Project Site to (T)(Q)C2-2-RIO.

The Project Site is located in an urbanized area and generally surrounded by low- to medium-rise industrial and commercial buildings, as well as a few residential buildings. The Arts District neighborhood continues to undergo changes to the development landscape, with new residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses. The Project Site is generally bounded by 5<sup>th</sup> Street to the north, Seaton Street to the west, warehouse buildings to the east, and a vacant lot to the south. Uses immediately surrounding the Site to the north across 5th Street are two-story warehouse buildings converted to event space, commercial uses, and residential lofts. These parcels are presently designated for Heavy Industrial land uses; however, a 12-story mixed-use residential and commercial project was approved in 2020. To the west of the Project Site across Seaton Street are various one- and two-story automotive/truck service, recycling, and wholesale businesses. To the south of the Project Site is a vacant lot used for film production and staging purposes. To the east of the Project Site are one- and two-story warehouse buildings housing manufacturing and distribution businesses.

The proposed Regional Commercial land use designation and corresponding (T)(Q)C2-2-RIO Zone would allow for the proposed commercial and residential uses, which would be desirable to the public convenience and welfare as they would be located in an infill location accessible to nearby residents, employees, and visitors. The Project would provide and add to the number of available eating establishments to serve the residents, employees, and visitors in the area. The offering of food and alcohol in conjunction with the proposed uses would be a benefit as an amenity to current and future residents and visitors in the area.

The ability for restaurant tenants to offer a full-line of alcoholic beverages would also allow the restaurants to remain competitive with other similar uses serving the same area, since alcohol service is commonly expected by patrons as part of a restaurant. Further, patrons are drawn to the area due to the shopping, entertainment, and dining experiences available to them, and offering a full-line of alcoholic beverages at these uses on the Project Site would enhance the dining and entertainment experience for visitors, employees, and residents of the Project and in the vicinity. Alcohol sales at this location would provide a function and beneficial service to patrons visiting the site, which would enhance the character of the area and would be appropriate in the proposed Regional Commercial land use designation and C2 Zone.

The Main Conditional Use Permit provides an umbrella entitlement with conditions that apply to the Project Site and in general to the restaurant uses. These conditions include, but are not limited to, security measures, such as a camera surveillance system, appropriate lighting in the evening hours, and prohibiting adult entertainment. In addition, all music, sound or noise which is under the control of the individual tenants shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Applicant would be required to maintain the premises and sidewalk in good condition. These conditions would be supplemented by more specific conditions designed to address the characteristics of each individual establishment, and a Plan Approval would be required, prior to the effectuation of the approval for each respective tenant, including more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and City of Los Angeles Police Department (LAPD) will have the

opportunity to recommend conditions, including the maximum number of indoor seats, as determined by the City of Los Angeles Department of Building and Safety.

As such, the on-site service of alcoholic beverages at up to four establishments within the Project's ground floor restaurant uses, would enhance the built environment in the surrounding neighborhood, and would provide a function that is beneficial and compatible with the character of the community, and the commercial viability of the region as a whole.

- b. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The Project Site is located within the Central City North Community Plan area and the Project includes a General Plan Amendment to amend the Community Plan to Regional Commercial land uses, with a corresponding zone change to (T)(Q)C2-2-RIO. The Project would be an infill development in an area developed with low- and medium-rise industrial and commercial buildings as well as a few residential buildings of widely varying age. To the north across 5th Street are two-story warehouse building with a 12-story mixed-use residential and commercial project approved for the site in 2020. To the east are one- and two-story warehouse buildings, to the south is a vacant lot used for staging of film productions, and to the west across Seaton Street are one- and two-story buildings. While the area immediately around the Site is generally surrounded by low- and medium-rise industrial and commercial buildings, the Project Site is located in an urbanized area and the Arts District neighborhood continues to undergo changes to the development landscape, including the introduction of taller buildings with a variety of new uses such as residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses. Thus, the Project would introduce new commercial and residential uses to the Site, which would provide new amenities to the surrounding businesses and residents in the area, add to the multiple commercial establishments in the area, support the Project's residential uses and those in close proximity to the Site, as well as support projected growth. The proposed hours of operation are typical of establishments of this type and are reasonable to expect in a commercial development in an area that contains commercial uses. Alcohol sales in conjunction with restaurant uses would be compatible with and continue to add to the diversification of commercial activities, which further supports the growing residential population in the neighborhood as well as visitors to the area.

The sales of alcohol would not be detrimental to the Project's residents and nearby residential uses, as the establishments serving alcohol would be carefully controlled and monitored. Residential buildings within one mile of the Site include the six-story multi- unit residential building located at 825 East 4<sup>th</sup> Street, the Amp Lofts (695 South Santa Fe Avenue), the Brick Lofts (562 Mateo Street), the Toy Factory Lofts (1855 Industrial Street) and the Biscuit Company Lofts (1850 Industrial Street). The conditions recommended herein would ensure that the establishments would not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. These conditions would be supplemented by more specific conditions designed to address the characteristics of each individual establishment, and a Plan Approval would be required, prior to the effectuation of the approval for each respective tenant, including more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and LAPD will have the opportunity to recommend conditions, including the maximum number of indoor seats,



as determined by the City of Los Angeles Department of Building and Safety. Further, the sale of alcohol is regulated by the State of California through the issuance of an Alcohol Beverage Control (ABC) license. Other commercial uses in the area provide similar functions, and no evidence was presented at the hearing or in writing that alcohol-sales would be materially detrimental to the immediate neighborhood.

Thus, the Project would be compatible with development on adjacent properties and its location, size height, and operations will be compatible with and would not adversely affect or further degrade surrounding properties and/or the public health, welfare, and safety.

**c. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as General Plan Finding No. 2 and in accordance with Sections 12.24 E and 12.24 W.1 of the LAMC, is hereby incorporated by reference. As discussed in Finding No. 2, the Project would be consistent with the purposes, intent and provisions of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element, Air Quality Element, Sewerage Facilities Element and the Land Use Element – Central City North Community Plan that relate to residential and commercial land uses. Approval of the Project would enhance the built environment in the surrounding neighborhood and would provide a function that is fitting and compatible with the character of the surrounding community and commercial viability of the region as a whole.

The Project Site is located within the Central City North Community Plan area, which designates the Site for Heavy Industrial land uses corresponding to the M3 Zone. The Site is currently zoned M3-1-RIO, consistent with the land use designation. The Project is requesting a General Plan Amendment to change the land use designation from Heavy Industrial to Regional Commercial, and a corresponding Vesting Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO, in order to implement the Project.

The Community Plan does not contain policies that specifically address requests for the sale of alcoholic beverages; however, the sale of alcohol is inherent in the operation of similar commercial uses within the vicinity of the Site. The proposed request for the sale and dispensing of a full line of alcoholic beverages for on-site consumption at up to four establishments is consistent with the following Central City North Community Plan goal and objective:

***Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.***

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

The Project would contribute to the area's viable commercial development by introducing new restaurant, retail, office, and live/work uses adjacent to other similar uses. The area surrounding the Project Site is urbanized and improved with a range of residential, commercial, and restaurant uses. Alcohol sales for on-site consumption as part of the Project would be desirable to the public convenience and welfare as the uses are in an infill location accessible to nearby residents, workers, and visitors.

The commercial uses would create an active environment for surrounding residents, workers, and visitors by increasing the walkability of the streets. The Project's commercial uses would directly front 5<sup>th</sup> and Seaton Streets, and a publicly accessible courtyard and two paseos, activating the streets with pedestrian activity and creating an environment that would be safe, clean, attractive and lively. The ability for the Site to offer a full line of alcoholic beverages would allow the restaurant uses to remain competitive with other similar uses serving the same area, as alcohol service is a common as part of restaurant uses. Further, patrons are drawn to the Arts District neighborhood and nearby downtown neighborhoods due to the shopping, entertainment, and dining experiences available to them, and offering a full line of alcoholic beverages at these uses on the Project Site would be an added amenity for patrons of the Project that would help to strengthen economic development, and support a strong and competitive commercial sector in the Community Plan area.

Based on the above, the requested Main Conditional Use Permit for the dispensing of alcohol would substantially conform with the purpose, intent and provisions of the General Plan and the applicable community plan.

**Additional findings required per LAMC Section 12.24 W.1 (Conditional Use for Alcoholic Beverages):**

**d. The proposed use will not adversely affect the welfare of the pertinent community.**

The Project requests a Main Conditional Use Permit to allow for the sales and service of a full-line of alcoholic beverages for on-site consumption, in conjunction with four commercial establishments and associated outdoor dining areas. While the specific tenants or uses have not yet been identified, the Project would be limited to commercial uses permitted in the C2 Zone, pending approval of the Project's requested General Plan Amendment, Vesting Zone, and Height District Change entitlements. The Main Conditional Use Permit provides an umbrella entitlement with general conditions that apply to up to four commercial establishments serving the Project. These conditions include, but are not limited to, security measures such as a camera surveillance system, appropriate lighting in the evening hours, hours of operation, prohibition of after-hours use, except routine clean-up, and prohibition of dancing and adult entertainment. Additionally, within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the LAPD "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program.

Additionally, the surrounding neighborhood contains similar buildings that provide commercial uses which serve alcohol on-site and off-site; therefore the introduction of another such establishment would not create an adverse or unique condition. The Project's new establishments would help to enhance the availability of dining and entertainment options in the neighborhood, as well as provide options for the Project's commercial and residential tenants. All music, sound, or noise which is under the

control of the tenant shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Applicant would be required to maintain the premises and sidewalk in good condition. These conditions would be supplemented by more specific physical and operational restrictions to address the characteristics of each individual establishment implemented through a Plan Approval required prior to the effectuation of the grant for each respective tenant. Under these Plan Approvals, the Zoning Administrator and LAPD have the opportunity to recommend conditions, including the maximum number of indoor seats, as determined by the City of Los Angeles Department of Building and Safety.

Therefore, as conditioned, the request to allow the sale of alcoholic beverages for on-site consumption within up to four establishments in conjunction with the proposed uses would not adversely affect the welfare of the community.

- e. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

According to the California State Department of Alcoholic Beverage Control (ABC) licensing criteria, two on-site and one off-site licenses are authorized for the subject Census Tract Number 2060.51. Within the subject Census Tract there are currently a total of 69 active licenses, including, 59 on-sale and 10 off-sale licenses. As such, the number of existing on-sale and off-sale licenses within the Census Tract where the Project Site is located exceeds ABC guidelines.

According to statistics provided by the LAPD's Central Division Vice Unit, within Crime Reporting District No. 159, which has jurisdiction over the Project Site, a total of 407 crimes were reported in 2023 (372 Part I and 35 Part II crimes), compared to the Citywide average of 162 crimes and the total High Crime Reporting Districts average of 194 crimes for the same reporting period. The vast majority of Part 1 Crimes are reported as larceny. Part II Crimes reported include Narcotics (7), DUI related (3), moving traffic violations (4), and other offenses (9).

Concentration can be undue when the addition of a license would negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. The ABC has discretion to approve an application if there is evidence that normal operations would not be contrary to the public welfare and would not interfere with the quiet enjoyment of property by residents in the area. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, and loitering are mitigated by the imposition of conditions requiring responsible management and deterrents against loitering, public drinking, driving under the influence, and public drunkenness. As stated above, the number of existing on-site licenses within the census tract where the Project Site is located exceeds ABC guidelines. However, as conditioned, allowing the sale, dispensing, and consumption of a full line of alcoholic beverages for on-site consumption in conjunction with the proposed restaurant uses is not anticipated to create a law enforcement issue.

Consequently, this approval would not result in an undue concentration of premises selling, dispensing, and consumption of a full-line of alcoholic beverages.

Additionally, the four proposed establishments are part of a larger development, which would benefit from oversight of the building complex as a whole. Moreover, included in this grant are a number of general conditions that would act to minimize any impacts that might be generated by alcohol serving establishments including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site consumption as a part of this Main Conditional Use Permit must apply for a Plan Approval. The Plan Approval process would allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, and create measures, which would minimize impacts. Likewise, concerns associated with any individual establishment can be addressed in more detail through the Plan Approval process, which would provide an opportunity to consider more specific operational characteristics when a tenant is identified and the details of each establishment are highlighted.

The Project would not adversely affect community welfare because the proposed restaurants are desirable uses, and would be located in an area that permits commercial uses. Conditions are in place to ensure security measures and public welfare, such as a camera surveillance system, appropriate lighting in the evening hours, restrictive hours for loading and unloading, and prohibiting loitering. In addition, all music, sound or noise which is under the control of the individual tenants shall be in compliance with the Citywide Noise Ordinance. As such, as conditioned, the proposed uses in conjunction with the on-site sale, dispensing, and consumption of a full-line of alcoholic beverages would be compatible with the surrounding development and will not adversely affect the welfare of the surrounding community.

- f. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The Project Site is located in an urbanized area and generally surrounded by low- and medium-rise industrial and commercial buildings as well as a few residential buildings. The area has been undergoing changes to the development landscape, with new residential, live/work, restaurant, retail, and office uses being introduced within an area previously more concentrated with commercial and industrial use.

The following sensitive uses are located within 1,000-foot radius of the Project Site:

- Arts District Park located at 501 South Hewitt Street
- Barker Block Lofts located at 510 South Hewitt Street
- Lofts at 530 South Hewitt Street
- Lofts at 1300 Factory Place
- Molino Street Lofts at 500-530 Molino Street
- Residential Trailer Lofts located at 428 South Hewitt Street
- Beacon Lofts located at 825 East 4<sup>th</sup> Street
- Cannabal City Collective at 547 South Seaton Street
- Arts District Dog Park located at 1004 East 4<sup>th</sup> Street

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses, including residential and park uses. As conditioned, the Project would provide adequate security measures to discourage loitering, theft, vandalism and other nuisances as imposed; all sales employees would receive training in responsible alcohol sales; age verification devices and prompts would be part of the Point-of-Sale system to assist cashiers in prevention of sales to minors; and potential effects of excessive noise or disruptive behavior. Furthermore, the surrounding area is an urban environment that contains similar buildings with residents in close proximity to restaurants and other establishments that serve alcohol. While the sale of alcoholic beverages is important to the restaurants that would be located on the Project Site, it would be incidental to primary operations and, as such, no detrimental effects should be expected from the Project.

Plans submitted by the Applicant show that the four potential establishments for which alcohol sales are being requested, would front 5<sup>th</sup> and Seaton Streets as well as the Project's proposed internal facing courtyard. While properties along 5<sup>th</sup> and Seaton Streets are developed with industrial and commercial uses, the proposed on-site sale of a full line of alcoholic beverages would be compatible with the existing and proposed neighborhood-serving commercial uses within the Central City North Community Plan area. Moreover, included in this grant are several conditions that would act to minimize any impacts that might be generated by alcohol serving establishments, including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site consumption as a part of this Main Conditional Use Permit must apply for a Plan Approval. The Plan Approval process would allow the Department of City Planning to tailor conditions to each individual establishment, which would minimize any impact that may be generated. Therefore, as conditioned, the Project would not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

## **10. Site Plan Review Findings**

- a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The Project would involve the demolition of three existing warehouse buildings and a surface parking lot, and the construction of an eight-story, mixed-use building comprised of 220 live/work units, of which 11 percent (25 units) would be deed-restricted for VLI households, 46,548 square feet of commercial uses or 200 live/work units of which 11 percent (22 units) would be deed-restricted for VLI households and 64,313 square feet of commercial uses, including office and art production-related uses, under the Flexibility Option, and a publicly accessible ground floor courtyard and two paseos accessible from Seaton Street and 5<sup>th</sup> Street. Vehicle ingress/egress would be provided from Seaton Street via one driveway. The Project would total 249,758 square feet of floor area on a 1.2-acre site, resulting in a FAR of 4.77:1. The maximum height of the proposed building would be 116 feet to the top of the parapet.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community-specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to Housing and Conservation, Land Use, Noise, Safety, and Transportation. The City's Land Use Element is divided into 35 Community Plans that establish parameters for land use decisions within those sub-areas of the City. The Project is consistent with the following Elements of the General Plan: Framework Element, Housing Element,

Mobility Element, Health and Wellness Element, Air Quality Element, Sewerage Facilities Element, and the Land Use Element - Central City North Community Plan.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as General Plan No. 2 and in accordance with Section 16.05 F of the LAMC, is hereby incorporated by reference. As discussed in Finding No. 2, the Project would be consistent with the purposes, intent and provisions of the General Plan and its elements, that relate to commercial land uses. Approval of the Project would enhance the built environment in the surrounding neighborhood and would provide a function that is fitting and compatible with the character of the surrounding community and commercial viability of the region as a whole.

As discussed in Finding No. 2 above, the Project Site is located within the River Improvement Overlay Zone (RIO) and would be required to comply with the Los Angeles River Design Guidelines, which establishes best practices for designing projects located within the RIO Zone. The Los Angeles River Design Guidelines consist of overarching objectives followed by a list of specific implementation strategies. These strategies address river-adjacent development. Although the Project is located within the boundaries of the RIO Zone, the Project Site is separated from the Los Angeles River by buildings, roads, and railroad tracks and is not immediately adjacent or accessible from the River. Nevertheless, the Project would further the relevant objectives of the Los Angeles River Design Guidelines, including employing high quality, attractive and distinguishable architecture and minimizing the quantity and appearance of parking by locating all parking areas underground (Objectives 2 and 4).

Based on the above, the Project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

- b. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development in neighboring properties.**

The Project Site is located within the Central City North Community Plan area. The Project would be an infill development in an area developed with low- and medium-rise industrial and commercial buildings as well as a few residential buildings of widely varying age. The Project Site proposes to demolish three existing warehouse buildings and a surface parking lot to accommodate the construction of an eight-story, mixed-use building with 220 live/work units, 46,548 square feet of commercial uses, or 200 live/work units and 64,313 square feet of commercial uses, 22,725 square feet of open space for residents, and three subterranean parking levels. Eleven percent of the live/work units (25 units under the Project and 22 units under the Flexibility Option) would be deed-restricted for VLI households. The Project would also include a publicly accessible ground floor outdoor courtyard and two paseos accessible from 5<sup>th</sup> Street and Seaton Street.



### Height, Bulk, & Mass

The Project Site is located in an urbanized area and generally surrounded by industrial and commercial buildings as well as a few residential buildings. To the north across 5th Street are two-story warehouse buildings converted to event space, commercial uses, and residential lofts with a 12-story mixed-use residential and commercial project approved for the site in 2020. To the east are one- and two-story warehouse buildings, to the south is a vacant lot used for staging of film productions, and to the west across Seaton Street are one- and two-story buildings. While the area immediately around the Site is generally surrounded by low- and medium-rise industrial and commercial buildings, the Project Site is located in the Arts District neighborhood which continues to undergo changes to the development landscape, including the introduction of taller buildings with a variety of new uses such as residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses.

Several proposed and approved projects located within one mile of the Site, including the height/number of stories of each project, are provided in the table below. As shown, the recently approved and proposed projects range in height from 148 feet to a maximum of 378 feet. With a proposed maximum height of 116 feet, the Project would be slightly below the height of the shortest approved/proposed project included in the table below.

<b><i>Height and Number of Stories of Proposed/Approved Nearby Projects</i></b>			
<b>Project Location</b>	<b>Number of Stories/Height</b>	<b>Distance from Project Site</b>	<b>Approved/Proposed</b>
2143 Violet Street	31 stories/343 feet	1 mile	Approved
2045 Violet Street	13 stories/273 feet	0.9 miles	Proposed
1101 East 5 <sup>th</sup> Street	12 stories/170 feet	0.1 miles	Approved
4 <sup>th</sup> Street and Central Avenue <sup>1</sup>	30 stories/max height of 364 feet	0.2 miles	Proposed
670 Mesquit Street <sup>2</sup>	26-32 stories/max height of 378 feet	0.5 miles	Proposed
527 Colyton Street	12 stories/148 feet	0.1 miles	Proposed
401 Hewitt Street	18 stories/292 feet	0.2 miles	Approved
<sup>1</sup> This project would include 10 buildings.			
<sup>2</sup> This project would include five buildings.			

The proposed eight-story, 249,758 square-foot mixed-use building has been designed to embody the distinct urban fabric of the Arts District neighborhood, which includes industrial, arts production, residential, and general commercial uses. The Project's design is a contemporary architectural style that alternates different textures, colors, materials, and distinctive architectural treatments. The Project would utilize gray and black metal panels, perforated metal panels, and clear glass with painted aluminum mullions. The north- and west-facing street façades would incorporate scaled windows and partially enclosed balconies throughout the building. The design of the balconies would provide a texture and articulation to the façade.

The ground floor design incorporates the utilitarian design elements of the Arts District neighborhood while increasing the pedestrian-friendly environment of the area. The ground floor commercial spaces would have 20-foot ceilings and would extend around the corner onto Seaton Street. An open-air paseo would connect the sidewalk to the ground floor courtyard. A mid-block break along Seaton Street would help to break up the massing along the street as well as provide for an additional pedestrian paseo to the ground floor courtyard. On the upper floors, the placement of the partially enclosed balconies of the live/work units would create a unique and artful design language appropriate to the artistic nature of the neighborhood. Overall, the Project's industrial and contemporary architecture complements and enhances the surrounding developments, originally comprised of low-scale manufacturing and industrial uses, but which now includes nearby proposed and approved projects, such as the proposed 670 Mesquit Project with a 32-story tower, 4<sup>th</sup> and Central Project with a 30-story tower, the Palmetto Project with a 21-story building and the 4<sup>th</sup> and Hewitt 18-story Office Building.

A proposed outdoor terrace with landscaping would be located on the second level. An additional outdoor terrace and pool deck are provided at the southwest corner of the building on the eighth level overlooking Seaton Street. The cutouts for the terraces not only provide a unique design element but also soften the building with landscaping and help break up the mass and bulk of the structure. In sum, the proposed bulk and mass of the Project would be consistent with the scale of existing and future proposed developments within the surrounding neighborhood.

#### Setbacks

Pursuant to LAMC Section 12.14, the C2 Zone defaults to the R4 Zone for residential setbacks, measured at the first residential level. Pursuant to LAMC 12.14 C.1, front yard setbacks are not required in the C2 Zone. Pursuant to LAMC 12.14 C.2, the required rear yard setback for the Project would be 20 feet at the lowest residential level. In exchange for providing 11 percent of the proposed density for VLI households, the Project requests an On-Menu Incentive to provide a 10-foot easterly side yard where 11 feet would otherwise be required at the lowest residential level; and a Waiver of Development Standard to allow a 15-foot, 3-inch rear yard setback where 20 feet would otherwise be required for the residential portions of the building on the second to eighth floor. Pursuant to LAMC 12.22 A.18(c)(3), no yard requirements shall apply to structures with a mix of commercial and residential uses in the C2 Zone that abut a street or alley. Thus, the westerly side yard would not require a yard setback as it abuts Seaton Street.

#### Off-Street Parking and Loading Area

Ingress/egress vehicular access to the Project Site would be provided from one driveway accessible from Seaton Street. The driveway would be designed in accordance with LADOT standards. As the Project is not required to provide a loading area; no loading area is proposed as part of the Project.

The City cannot require the Project to provide vehicle parking for the proposed commercial and residential uses, as the Site meets the requirements of Government Code Section 65863.2 (AB 2097). However, the Applicant has chosen to voluntarily provide vehicle parking based on the parking regulations that would have otherwise applied to the Project. In addition, the Project would provide 30 percent of its provided

parking spaces to be EV ready, and 10 percent of its provided parking spaces would be provided chargers for electric vehicles within the subterranean parking levels.

#### Landscaping

The Project would both provide 22,725 square feet of open space throughout the Project Site comprised of common outdoor spaces, indoor communal spaces, and private open space. Common outdoor open spaces would be provided in the publicly accessible ground floor courtyard, an outdoor lounge located on second level, and a pool deck, urban garden, outdoor dining, and barbecue areas located on the eighth level. Overall, 4,781 square feet or 26 percent of the Project's outdoor open space areas would be landscaped with shrubs, groundcover, and trees.

In addition, the five existing non-protected trees would be removed and replaced with 18 trees in the ground floor courtyard. Eleven street trees (four trees along 5<sup>th</sup> Street and seven trees along Seaton Street) would be planted. Additionally, 10 trees would be planted in containers on the second level outdoor lounge and 16 trees would be planted in containers on the eighth level in the common open space area. The Project would result in an increase of 11 street trees and a net increase of 39 on-site trees.

#### Trash Collection

As conditioned, all trash and recycling areas would be enclosed and screened from public view, accessed via the service corridor accessible from Seaton Street.

#### Lighting & Building Signage

The Project would add new restaurant, retail, office, and live/work uses that include accent and security lighting, in compliance with LAMC requirements. Additionally, the Project has been designed and conditioned to incorporate pedestrian lighting that is installed with shielding to ensure the Project's lighting is directed onto the site. All signage shall be required to comply with LAMC requirements. In addition, the Project has been conditioned so that there shall be no off-site commercial signage on construction fencing during construction.

The Project, as an infill commercial and residential project, would be compatible with existing and future development on adjacent and neighboring properties with regards to height, bulk, and setbacks, off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements. Therefore, the arrangement of the development would be consistent and compatible with existing and future development in neighboring properties.

- c. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The Project would include 220 and 200 live/work units, respectively. As previously stated, the Project is required to provide 24,125 square feet of open space based on the number of proposed live/work unit mix, while the Flexibility Option would require 20,675 square feet of open space. As part of the Density Bonus request, the Applicant has requested an On-Menu Incentive to reduce the quantity of open space required to 22,725 square feet.

The Project would provide 22,725 square feet of open space throughout the Project

Site comprised of common outdoor spaces, indoor communal spaces, and private open space. Common outdoor open spaces would be provided in the publicly accessible ground floor courtyard, an outdoor lounge located on the second level, and a pool deck, urban garden, outdoor dining, and barbecue areas located on the eight level. Indoor amenities include a fitness center, art gallery, and lounge on the eight level. Balconies would be provided for the majority of the live/work units. As the Flexibility Option complies with the LAMC open space requirements, the On-Menu Incentive only applies to the Project.

As such, the Project would provide recreational and service amenities to improve the habitability for the residents and minimize impacts on neighboring properties.

## **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS**

### **Introduction**

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of the 1100 E. 5<sup>th</sup> Street Project by preparing an environmental impact report (EIR) ENV-2016-3727-EIR (SCH No. 2018021069). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The 1100 E. 5<sup>th</sup> Street Project EIR, consisting of the Draft EIR, the Final EIR, and Erratum, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and environmental impacts of 1100 E. 5th Street Project, located within the Arts District at 1100 East 5th Street and 506-530 South Seaton Street within the Central City North Community Plan area of the City of Los Angeles. The Project would involve the demolition of three existing warehouses and a surface parking lot, and the construction of a mixed-use building including 220 live/work units, of which 11 percent (25 units) would be deed-restricted for Very Low Income households. 46,548 square feet of commercial uses, at least 22,725 square feet of open space for residents, and associated parking facilities including three levels of subterranean parking. The Project also proposes the ability to implement an increased commercial option (Flexibility Option) that would provide the Project the flexibility to replace a certain number of live-work units with an increased commercial square footage provided by the Project within the same building parameters with the same percentage of deed restricted units for Very Low Income households. Under the Flexibility Option, 20 units located on approximately one-half of the third level would be replaced with 17,765 square feet of commercial space to provide a total of 64,313 square feet of commercial space. No other changes to the Project scope would change.

The Draft EIR was circulated for a 47-day public comment period beginning on January 4, 2024 and ending on February 20, 2024. A Notice of Availability (NOA) was distributed on January 4, 2024 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The NOA was also filed with the County Clerk on January 4, 2024. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and the following local libraries: Los Angeles Central Library, Chinatown Branch Library and Echo Park Branch Library. A copy of the document was also posted online at <https://planning.lacity.org/project-review/environmental-review/published-documents> and was available for purchase on a USB through the Department of City Planning.

The Final EIR was then distributed on July 12, 2024. Notices regarding availability of the Final EIR were distributed to property owners and occupants within a 500-foot radius of the Project

Site, as well as anyone who commented on the Draft EIR, and interested parties. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b).

The Deputy Advisory Agency (DAA) certified the EIR on August 30, 2024 ("Certified EIR") in conjunction with the approval of the Project's Vesting Tentative Tract Map No. VTT-74549. In connection with the certification of the EIR, the Deputy Advisory Agency adopted CEQA findings, as well as a statement of overriding considerations and a mitigation monitoring program (MMP). The DDA adopted the MMP in the EIR as a Condition of Approval. This decision was subsequently appealed by Lozeau & Drury LLP, on behalf of the Supporter's Alliance for Environmental Responsibility (SAFER), which are addressed in an Appeal Report dated November 14, 2024. All mitigation measures in the MMP are also imposed on the Project through Condition of Approval of CPC-2016-3726-GPA-VZC-HD-MCUP-DB-SPR, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

An Erratum was posted on the Department of City Planning website in October 2024. The Erratum included the 2024 Phase I ESA Report and concluded that the Project's hazard impacts would remain less than significant and no mitigation measures are required.

### **NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED**

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- 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 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.

None of the above changes or factors have arisen and there are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

## **RECORD OF PROCEEDINGS**

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 North Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the Draft EIR and Final EIR are available on the Department of City Planning's website at <https://planning.lacity.org/project-review/environmental-review/published-documents> (to locate the documents, select "Environmental Impact Reports (EIRs)" and search for the environmental case number).



## **PUBLIC HEARING AND COMMUNICATIONS**

### **Public Hearing**

A joint public hearing was held virtually via Zoom by the Deputy Advisory Agency (DAA) and Hearing Officer on behalf of the City Planning Commission on August 7, 2024 for the Project entitlements and subdivision, and was attended by approximately 30 individuals. At the public hearing, 21 people spoke, of which 19 were in favor of the Project, including Ironworkers Local 416, Sheetmetal Workers, Plumbers Local 728 and Coalition for Responsible Equitable Economic Development (CREED LA), and two commenters were in opposition including Supporters Alliance for Environmental Responsibility (SAFER) and the Western States Regional Council of Carpenters (WSRCC).

#### Summary of Public Hearing Testimony

At the hearing, the Project team presented the following information:

- Project Background
- Overview of Project entitlement requests
- Overview of the Project environmental impacts
- Overview of the Tract Map request
- Overview of community outreach
- Overview of the commercial and residential uses and design elements
- The ground floor activation through use of the ground floor paseos, courtyard and restaurant spaces

Support for the Project focused on the following:

- Commitment to local hire
- Affordable housing for Very Low Income households
- Increasing the housing stock
- Developing an underdeveloped site
- Compatibility of the Project's design with the Arts Districts characteristics
- The provision of construction and operational jobs during development and operation of the Project
- The addition of ground floor restaurant spaces and pedestrian paseos will attract additional visitors to the Arts District neighborhood and increase pedestrian safety in the neighborhood
- The creation new jobs for the neighborhood; ability for people to live and work in the area; and reduction of traffic and greenhouse gas emissions
- Attraction of world class employers to the Arts District

Opposition focused on the following:

- The Project would not adopt all feasible mitigation measures regarding noise impacts
- The Project needs more renewable energy; solar panels should be installed
- WSRCC wants local hire and training

### **Communications Received**

Prior to the public hearing, a comment letters were submitted by Lozeau and Drury, LLP on behalf of SAFER and Mitchell M. Tsai on behalf of WSRCC. The letter from Lozeau Drury provided comments on environmental concerns regarding feasible mitigation measures for noise impacts

and energy impacts. The letter from Mitchell Tsai provided comments regarding the lack of local hire requirements and the Project's hazardous impacts under CEQA.

Concerns in regard to local hire and potential hazardous impacts are discussed in the "Issues" section of this Staff Report and the concerns regarding feasible mitigation measures for noise and energy impacts are addressed in the Appeal Report for Case No. VTT-74549-1A, being heard concurrently with the subject case. The City determined that the comments in both letters do not result in any new significant environmental impacts or a substantial increase in any of the severity of significant impacts identified in the Draft EIR.

# EXHIBIT A

## Project Plans

CPC-2016-3726-GPA-VZC-HD-DB-MCUP-SPR

September 17, 2024



CONCEPTUAL RENDERING

# 1100 E 5th St

LOS ANGELES, CA 90013

## ENTITLEMENT REQUEST

January 12, 2021

OWNER:  
WW-5th & Seaton, LLC and XF-5th & Seaton, LLC  
C/O Mayer Brown  
350 South Grand Avenue,  
25th Floor  
Los Angeles, CA 90071

ARCHITECT:  
**hansonla**  
ARCHITECTURE

STRUCTURAL ENGINEER:  
John Labib + Associates

LANDSCAPE ARCHITECT:  
Design Workshop

MEP ENGINEER:  
IDS Group

DRAWING INDEX

CIVIL  
..... TOPOGRAPHIC SURVEY

ARCHITECTURE

A000..... PLOT PLAN  
A100..... LEVEL B3 LOWER PLAN  
A101..... LEVEL B3 PLAN  
A102..... LEVEL B2 PLAN  
A103..... LEVEL B1 PLAN  
A104..... LEVEL 1 PLAN  
A105..... LEVEL 2 PLAN  
A106..... LEVEL 3 PLAN  
A106 (OPT)..... LEVEL 3 PLAN - OPTION  
A107..... LEVEL 4 PLAN  
A108..... LEVEL 5 PLAN (6-7 SIM.)  
A109..... LEVEL 8 PLAN  
A110..... ROOF PLAN

A200..... ELEVATIONS  
A201..... ELEVATIONS  
A202..... RENDERING (5TH STREET)  
A203..... RENDERING (SEATON STREET)  
A204..... RENDERING (COURTYARD)  
A205..... SECTION  
A206..... SECTION

A300..... FAR  
A301..... OPEN SPACE

LANDSCAPE

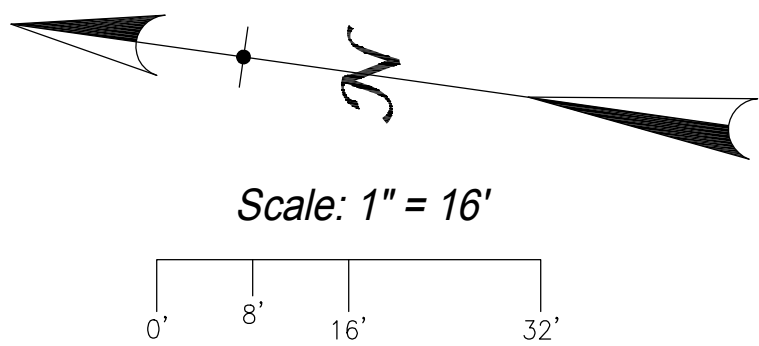
L101..... LEVEL 1 LANDSCAPE PLAN  
L102..... LEVEL 2 LANDSCAPE PLAN  
L103..... LEVEL 8 LANDSCAPE PLAN

L201..... LEVEL 1 IRRIGATION PLAN  
L202..... LEVEL 2 IRRIGATION PLAN  
L203..... LEVEL 8 IRRIGATION PLAN

L300..... LANDSCAPE ORDINANCE  
L301..... LEVEL 1 ILLUSTRATIVE PLAN  
L302..... LEVEL 2 ILLUSTRATIVE PLAN  
L303..... LEVEL 8 ILLUSTRATIVE PLAN



# ALTA / ACSM LAND TITLE SURVEY



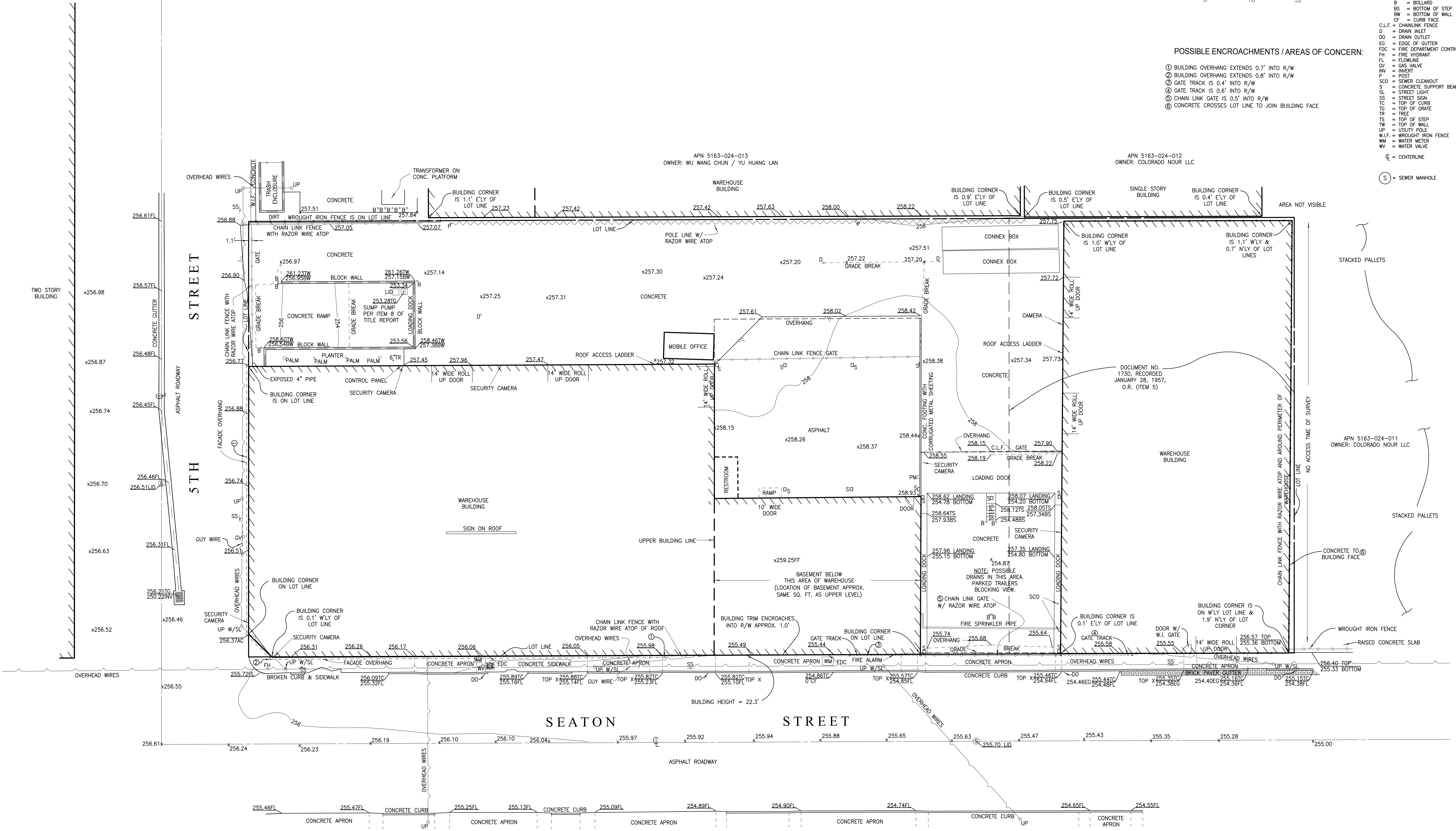
- LEGEND:
- B = BOLLARD
  - BS = BOTTOM OF STEP
  - BW = BOTTOM OF WALL
  - CF = CURB FACE
  - C.L.F. = CHAINLINK FENCE
  - D = DRAIN INLET
  - DO = DRAIN OUTLET
  - EG = EDGE OF GUTTER
  - FDC = FIRE DEPARTMENT CONTROL VALVE
  - PH = FIRE HYDRANT
  - FL = FLOWLINE
  - QV = GAS VALVE
  - INV = INVERT
  - P = POST
  - SCO = SEWER CLEANOUT
  - CSB = CONCRETE SUPPORT BEAM
  - S = STREET LIGHT
  - SS = STREET SIGN
  - TC = TOP OF CURB
  - TR = TOP OF GRATE
  - TS = TREE
  - TS = TOP OF STEP
  - TW = TOP OF WALL
  - UP = UTILITY POLE
  - W.I.F. = WROUGHT IRON FENCE
  - WM = WATER METER
  - WV = WATER VALVE
  - Ⓢ = CENTERLINE
  - Ⓢ = SEWER MANHOLE

## POSSIBLE ENCROACHMENTS / AREAS OF CONCERN:

- ① BUILDING OVERHANG EXTENDS 0.7' INTO R/W
- ② BUILDING OVERHANG EXTENDS 0.8' INTO R/W
- ③ GATE TRACK IS 0.4' INTO R/W
- ④ GATE TRACK IS 0.6' INTO R/W
- ⑤ CHAIN LINK GATE IS 0.5' INTO R/W
- ⑥ CONCRETE CROSSES LOT LINE TO JOIN BUILDING FACE

APN 5163-024-012  
OWNER: COLORADO NOUR LLC

APN 5163-024-013  
OWNER: WU WANG CHUN / YU HUANG LAN



Revisions:		6/2/15	
1. Updated to reflect new title report			
Bench Mark:		No. 12-03942 (Neigate L.A. Database) 1730, RECORDED JANUARY 28, 1957, O.R. (ITEM 5)	
Legal Description:		Lots 1, 3, 5, 7, 9, 11 & 13, Block D, F.P. Howard & Co's Subdivision of the Bliss Tract, recorded in Book 122, Page 42 of Map 1000, Los Angeles County, California	
Plan Prepared For:		Area: 54,009 Square Feet, 1.24 Acres (Gross)	
Site Address:		Date Of Survey: August 20, 2014	
13741 Foothill Blvd., Suite 200 Beverly Hills, CA 90212 (818) 362-8896 E-mail: info@danielsonsurveying.com www.danielsonsurveying.com		Job No. 6172-0003 Sheet 2 of 2	

Mark R. Danielson  
L.S. 7882  
6/2/15  
STATE OF CALIFORNIA

Danielson Surveying  
Mark R. Danielson, PLS 7882



# ALTA / ACSM LAND TITLE SURVEY

TITLE REPORT: TITLE REPORT PREPARED BY TICOR TITLE COMPANY OF CALIFORNIA, ORDER NO. 00258921-007-RV  
DATED MAY 15, 2015 WAS USED AND IS A PART OF THIS SURVEY.

LEGAL DESCRIPTION: LOTS 1, 3, 5, 7, 9, 11 AND 13 IN BLOCK D OF F.P. HOWARD & CO'S SUBDIVISION OF THE BLISS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 12, PAGE 42, MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5163-024-009, 5163-024-014

EXCEPTIONS:

ITEM 1 NOTE: PROPERTY TAXES FOR THE FISCAL YEAR SHOWN BELOW ARE PAID. FOR PRORATION PURPOSES THE AMOUNTS WERE:

TAX IDENTIFICATION NO.:	5163-024-009					
FISCAL YEAR:	2014-2015					
INSTALLMENT	AMOUNT	PENALTY	DUE DATE	STATUS	PAYMENT DATE	BALANCE
1ST	16,161.51	0.00	12/10/2014	PAID	10/31/14	0.00
2ND	16,161.49	10.00	4/10/2015	PAID	1/28/15	0.00

AFFECTS: A PORTION OF THE LAND DESCRIBED HEREIN.

ITEM 2 NOTE: PROPERTY TAXES FOR THE FISCAL YEAR SHOWN BELOW ARE PAID. FOR PRORATION PURPOSES THE AMOUNTS WERE:

TAX IDENTIFICATION NO.:	5163-024-014					
FISCAL YEAR:	2014-2015					
INSTALLMENT	AMOUNT	PENALTY	DUE DATE	STATUS	PAYMENT DATE	BALANCE
1ST	6,739.05	0.00	12/10/2014	PAID	10/31/14	0.00
2ND	6,739.05	10.00	4/10/2015	PAID	1/28/15	0.00

AFFECTS: A PORTION OF THE LAND DESCRIBED HEREIN.

ITEM 3 THE LIEN OF SUPPLEMENTAL OR ESCAPED ASSESSMENTS OF PROPERTY TAXES, IF ANY, MADE PURSUANT TO THE PROVISIONS OF CHAPTER 3.5 (COMMENCING WITH SECTION 75) OR PART 2, CHAPTER 3, ARTICLES 3 AND 4, RESPECTIVELY, OF THE REVENUE AND TAXATION CODE OF THE STATE OF CALIFORNIA AS A RESULT OF THE TRANSFER OF TITLE TO THE VESTEE NAMED IN SCHEDULE A OR AS A RESULT OF CHANGES IN OWNERSHIP OR NEW CONSTRUCTION OCCURRING PRIOR TO DATE OF POLICY.

ITEM 4 WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

ITEM 5 COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANT OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT.

RECORDING DATE: IN BOOK 53476 PAGE 446, OF OFFICIAL RECORDS

SAID COVENANTS, CONDITIONS AND RESTRICTIONS PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT THE LIEN OF ANY MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE.

SEE SHEET 2

ITEM 6 COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.

RECORDING DATE: APRIL 13, 1984  
RECORDING NO.: 84-450507, OF OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

AFFECTS ALL OF SUBJECT PROPERTY.

ITEM 7 A DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW.

AMOUNT:	\$1,200,000.00
DATED:	OCTOBER 30, 2003
TRUSTOR/GRANTOR:	SANTA MAURA SPICE AND GARLIC CO., INC.
TRUSTEE:	ZIONS FIRST NATIONAL BANK
BENEFICIARY:	ZIONS FIRST NATIONAL BANK
LOAN NO.:	NOT SET OUT
RECORDING DATE:	NOVEMBER 5, 2003
RECORDING NO.:	03-3324769, OF OFFICIAL RECORDS

AN ASSIGNMENT OF ALL THE MONEYS DUE, OR TO BECOME DUE AS RENTAL, AS ADDITIONAL SECURITY FOR THE OBLIGATIONS SECURED BY DEED OF TRUST SHOWN

RECORDING DATE: NOVEMBER 5, 2003  
RECORDING NO.: 03-3324770, OF OFFICIAL RECORDS  
ASSIGNED TO: ZIONS FIRST NATIONAL BANK

AN AGREEMENT TO MODIFY THE TERMS AND PROVISIONS OF SAID DEED OF TRUST AS THEREIN PROVIDED

EXECUTED BY: SANTA MAURA SPICE AND GARLIC CO., INC.  
RECORDING DATE: JANUARY 17, 2008  
RECORDING NO.: 20080099253, OF OFFICIAL RECORDS

AFFECTS ALL OF SUBJECT PROPERTY.

ITEM 8 MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: AFFIDAVIT 01 - MAINTENANCE OF DRAINAGE DEVICES/STRUCTURES  
DATED: OCTOBER 31, 2003  
EXECUTED BY: SANTA MAURA SPICE  
RECORDING DATE: NOVEMBER 7, 2003  
RECORDING NO.: 03-3361910, OF OFFICIAL RECORDS

REFERENCE IS HERBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

SEE SHEET 2

ITEM 9 A DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW.

AMOUNT:	\$3,000,000.00
DATED:	MARCH 3, 2010
TRUSTOR/GRANTOR:	SANTA MAURA SPICE AND GARLIC CO., INC., A CALIFORNIA CORPORATION
TRUSTEE:	CHICAGO TITLE COMPANY
BENEFICIARY:	ROYAL BUSINESS BANK
LOAN NO.:	3820111000
RECORDING DATE:	MARCH 12, 2010
RECORDING NO.:	20100343717, OF OFFICIAL RECORDS

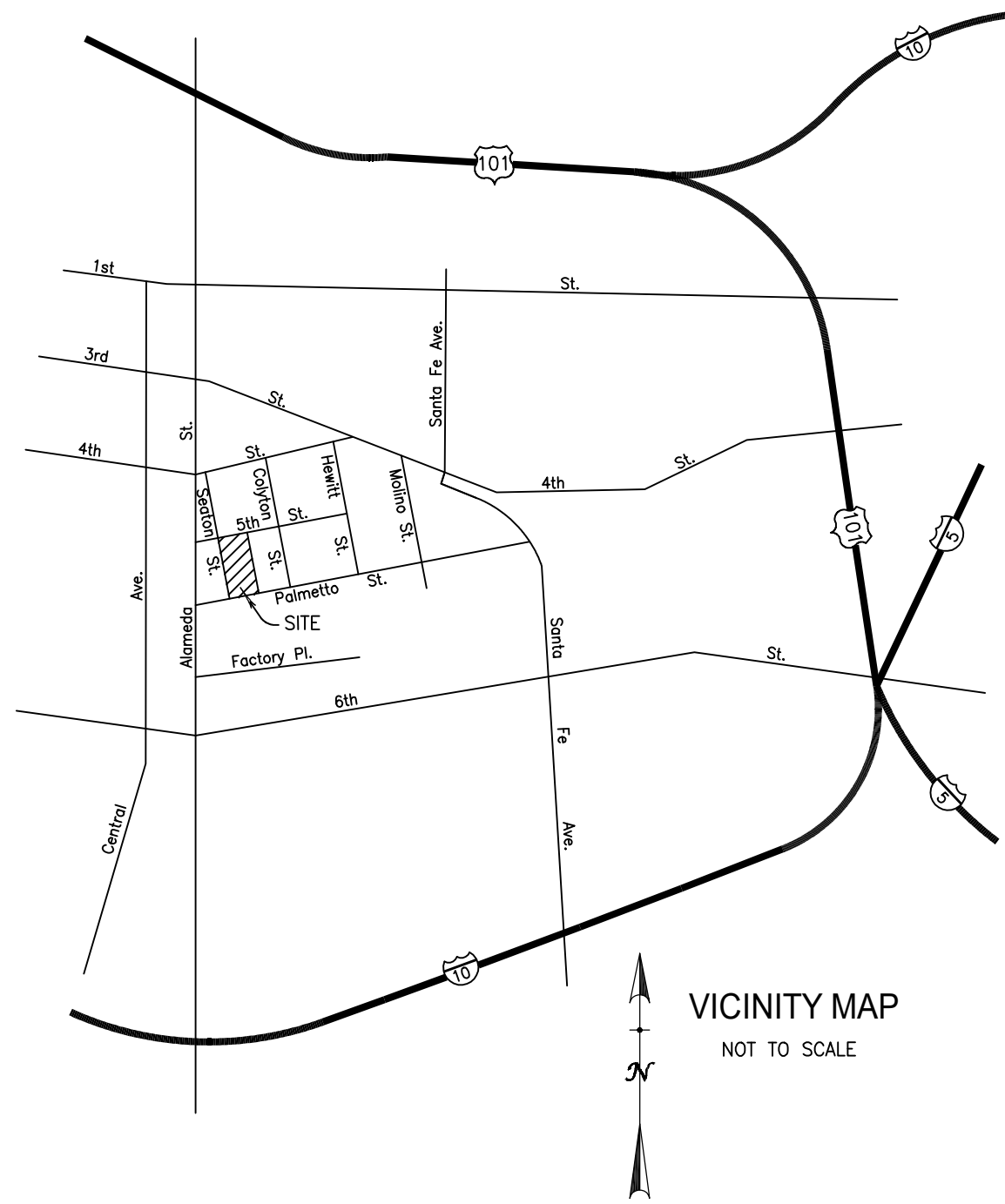
THE DEED OF TRUST SET FORTH ABOVE IS PURPORTED TO BE A "CREDIT LINE" DEED OF TRUST. IT IS A REQUIREMENT THAT THE TRUSTOR/GRANTOR OF SAID DEED OF TRUST PROVIDE WRITTEN AUTHORIZATION TO CLOSE SAID CREDIT LINE ACCOUNT TO THE LENDER WHEN THE DEED OF TRUST IS BEING PAID OFF THROUGH THE COMPANY OR OTHER SETTLEMENT/ESCROW AGENT OR PROVIDE A SATISFACTORY SUBORDINATION OF THIS DEED OF TRUST TO THE PROPOSED DEED OF TRUST TO BE RECORDED AT CLOSING.

AFFECTS: A PORTION OF THE LAND DESCRIBED HEREIN.

AN ASSIGNMENT OF ALL THE MONEYS DUE, OR TO BECOME DUE AS RENTAL, AS ADDITIONAL SECURITY FOR THE OBLIGATIONS SECURED BY DEED OF TRUST SHOWN

RECORDING DATE: MARCH 12, 2010  
RECORDING NO.: 20100343718, OF OFFICIAL RECORDS  
ASSIGNED TO: ROYAL BUSINESS BANK

AFFECTS LOTS 1, 3, 5, 7, AND 9 AS SHOWN HEREON (APN 5163-024-009 ONLY)



VICINITY MAP  
NOT TO SCALE

ITEM 10 A DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW.

AMOUNT:	\$3,000,000.00
DATED:	MARCH 3, 2010
TRUSTOR/GRANTOR:	SANTA MAURA SPICE AND GARLIC CO., INC., A CALIFORNIA CORPORATION
TRUSTEE:	CHICAGO TITLE COMPANY
BENEFICIARY:	ROYAL BUSINESS BANK
LOAN NO.:	3820111000
RECORDING DATE:	APRIL 12, 2010
RECORDING NO.:	20100491240, OF OFFICIAL RECORDS

THE DEED OF TRUST SET FORTH ABOVE IS PURPORTED TO BE A "CREDIT LINE" DEED OF TRUST. IT IS A REQUIREMENT THAT THE TRUSTOR/GRANTOR OF SAID DEED OF TRUST PROVIDE WRITTEN AUTHORIZATION TO CLOSE SAID CREDIT LINE ACCOUNT TO THE LENDER WHEN THE DEED OF TRUST IS BEING PAID OFF THROUGH THE COMPANY OR OTHER SETTLEMENT/ESCROW AGENT OR PROVIDE A SATISFACTORY SUBORDINATION OF THIS DEED OF TRUST TO THE PROPOSED DEED OF TRUST TO BE RECORDED AT CLOSING.

AN ASSIGNMENT OF ALL THE MONEYS DUE, OR TO BECOME DUE AS RENTAL, AS ADDITIONAL SECURITY FOR THE OBLIGATIONS SECURED BY DEED OF TRUST SHOWN

RECORDING DATE: APRIL 12, 2010  
RECORDING NO.: 20100491241, OF OFFICIAL RECORDS  
ASSIGNED TO: ROYAL BUSINESS BANK

AN AGREEMENT TO MODIFY THE TERMS AND PROVISIONS OF SAID DEED OF TRUST AS THEREIN PROVIDED

EXECUTED BY: SANTA MAURA SPICE AND GARLIC CO., INC. AND ROYAL BUSINESS BANK  
RECORDING DATE: APRIL 22, 2011  
RECORDING NO.: 20110584151, OF OFFICIAL RECORDS

AFFECTS ALL OF SUBJECT PROPERTY.

ITEM 11 DISCREPANCIES, CONFLICTS IN BOUNDARY LINES, SHORTAGE IN AREA, ENCROACHMENTS, OR ANY OTHER MATTERS WHICH A CORRECT SURVEY WOULD DISCLOSE AND WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.

ITEM 12 ANY EASEMENTS NOT DISCLOSED BY THE PUBLIC RECORDS AS TO MATTERS AFFECTING TITLE TO REAL PROPERTY, WHETHER OR NOT SAID EASEMENTS ARE VISIBLE AND APPARENT.

ITEM 13 ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.

THE COMPANY WILL REQUIRE, FOR REVIEW, A FULL AND COMPLETE COPY OF ANY UNRECORDED AGREEMENT, CONTRACT, LICENSE AND/OR LEASE, TOGETHER WITH ALL SUPPLEMENTS, ASSIGNMENTS AND AMENDMENTS THERETO, BEFORE ISSUING ANY POLICY OF TITLE INSURANCE WITHOUT EXCEPTING THIS ITEM FROM COVERAGE.

THE COMPANY RESERVES THE RIGHT TO EXCEPT ADDITIONAL ITEMS AND/OR MAKE ADDITIONAL REQUIREMENTS AFTER REVIEWING SAID DOCUMENTS.

THE BOUNDARY INFORMATION SHOWN HEREON IS BASED UPON RECORD INFORMATION.

BASIS OF BEARINGS: THE BEARING OF N 8°15'24" W ON THE CENTERLINE OF SEATON STREET AS SHOWN ON MAP RECORDED IN BOOK 132, PAGE 52 OF RECORDS OF SURVEY, WAS USED AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

SURVEYOR'S CERTIFICATE: TO BOULEVARD HOSPITALITY, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, 1100 ARTS MOTEL, LLC, A DELAWARE LIMITED LIABILITY COMPANY, 1100 ACQUISITION, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND TICOR TITLE COMPANY OF CALIFORNIA

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 4, 5, 6(c), 7(c), 8, 9, 11(a), 14, 16 AND 18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 20, 2014.

ISSUE NO. 2 ISSUE DATE: JUNE 2, 2015

MARK R. DANIELSON, P.L.S. 7882

DATE:

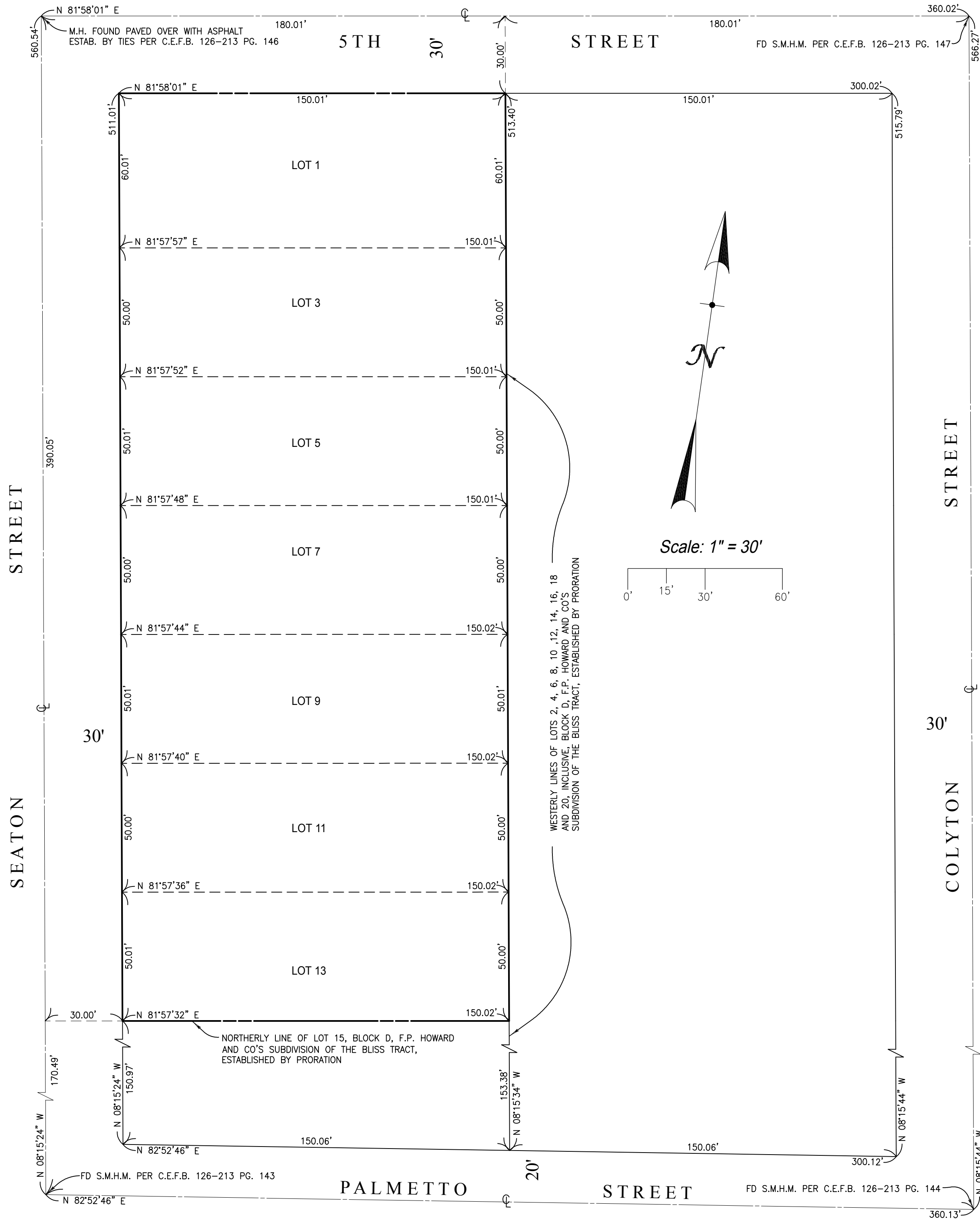
NOTES:

CURRENT ZONING: M3-1

NO OBSERVABLE EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

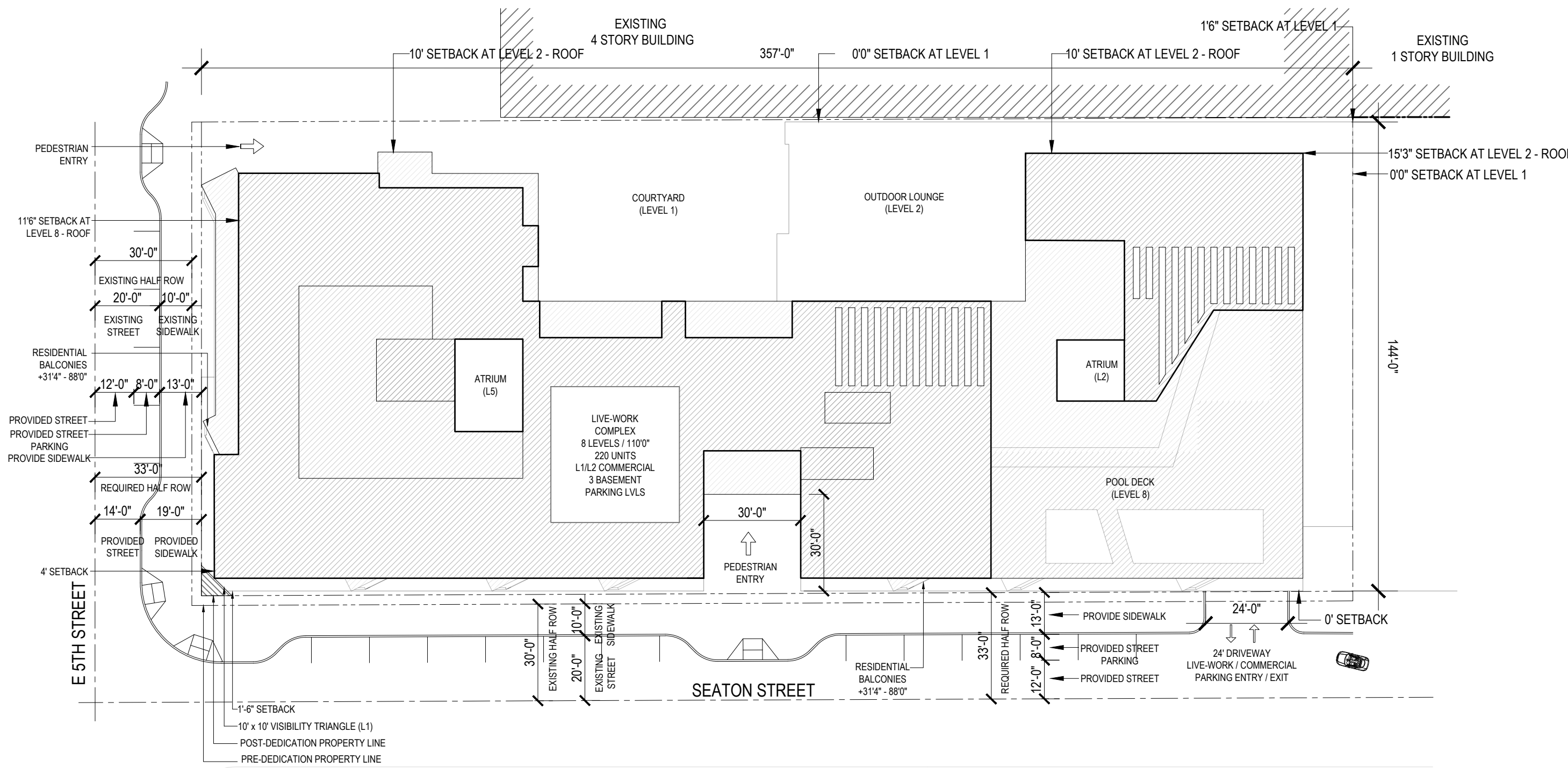
## BOUNDARY ESTABLISHMENT



Revisions: 1. Updated to reflect new title report 6/2/15	
Bench Mark: No. 12-03842 (Nevigata L.A. Database) Elevation 257.086, 2000 Adjustment SPM E CURB ALAMEDA ST; 16.7' S/O BCR S/O 4TH ST.	Job No. 6172-0003 Sheet 1 of 2
Legal Description: Lots 1, 3, 5, 7, 9, 11 & 13, Block D, F.P. Howard & Co's Subdivision of the Bliss Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map re-recorded in Book 12, Page 42, of Miscellaneous Records.	Area: 54,009 Square Feet, 1.24 Acres (Gross) Date Of Survey: August 20, 2014
Plan Prepared For: Bliss Hospitality, 1112 Montana Ave., Suite 305 Santa Monica, CA 90403 (213) 293-5687	Site Address: 1100 E. 5th Street Los Angeles
<div>PROFESSIONAL LAND SURVEYOR MARK R. DANIELSON L.S. 7882 6/2/15 STATE OF CALIFORNIA</div>	
Danielson Surveying Mark R. Danielson, PLS 7882 13741 Foothill Blvd., Suite 200 Van Nuys, CA 91411 (818) 362-8886 Fax: (818) 362-8886 E-mail: info@danielsonsurveying.com www.danielsonsurveying.com	



1 PLOT PLAN  
SCALE: 1/32"= 1'-0"



### PROJECT SUMMARY

Existing Zone: M3-1-RIO  
Proposed Zone: C2-2-RIO

Existing Land Use: Heavy Industrial  
Proposed Land Use: Regional Center Commercial

Gross Site Area (Pre-Dedication): 54,009 SF  
Gross Site Area (Post-Dedication): 52,531 SF  
Base Density (1 Live-Work Unit per 200 SF): 54,009 SF / 200 SF = **270 Units**

**Floor Area Allowed (Pre-Dedication):** (54,009 SF x 6) **324,054 SF**  
**Floor Area Allowed (Post-Dedication):** (52,531 SF x 6) **315,186 SF**  
**Floor Area Proposed:** **249,758 SF**

**FAR Allowed:** **6.0**

**FAR Proposed:** (249,758 SF / 52,531 SF) **4.75**

**Live-Work Units:** **220 units**  
0-1 BD (Units < 1,000 SF) 191 units  
3 BD (Units > 1,000 SF) 29 units  
Very Low Income Housing 11% of Units (25 Units)

**Average Unit Size Recommended:** **790 SF**  
750 SF Min. Avg.

**Art Production / Commercial Space Recommended:** **TOTAL = 18,500 SF**  
150 SF x 50 units = 7,500 SF  
100 SF x 50 units = 5,000 SF  
50 SF x 120 units = 6,000 SF

**Commercial Space Provided:** **46,548 SF**

**Open Space Required:** **TOTAL = 22,725 SF**  
100 SF per Live-Work Unit (0-1 BD)(Units < 1,000 SF) 191 Units x 100 SF = 19,100 SF  
175 SF per Live-Work Unit (3 BD)(Units > 1,000 SF) 29 units x 175 SF = 5,075 SF  
TOTAL = 24,175 SF

(6% Reduction) 24,175 x .94= 22,725 SF

**Open Space Provided:** **TOTAL = 22,725 SF**  
Private Open Space 900 SF  
Outdoor Communal Space 18,719 SF  
Indoor Communal Space (Max. 25% of Required Total (5,682 SF)) 3,106 SF

**Trees Required:** (220 Units / 4) **55 Trees**  
**Trees Provided:** **57 Trees**

**Total Parking Required (Density Bonus OPT. 1):** **342 Spaces**  
Live-Work (0-1 BD)(Units <1,000 SF) 191 Spaces  
(1 Space per Unit)

Live-Work (3 BD)(Units >1,000 SF) 58 Spaces  
(2 Spaces per Unit)

Commercial Parking (2 Spaces per 1,000 SF) 93 Spaces  
*Enterprise Zone 2129*

**Total Parking Provided:** **381 Spaces**  
Accessible: 11 Spaces (2 van)  
EV Parking:  
10% Installed 38 Spaces  
30% Compatible 114 Spaces

Live-Work 249 Spaces  
Commercial 93 Spaces  
Additional Visitor Parking 3 Spaces  
Additional Commercial Parking 36 Spaces

**Live-Work Bike Parking Required:** **143 Spaces**  
1 Short-Term Space 13 Spaces  
1 Long-Term Space 130 Spaces

**Commercial Bike Parking Required:** **46 Spaces**  
1 Short-Term Space per 2,000 SF (46,548 SF / 2,000 SF) 23 Spaces  
1 Long-Term Space per 2,000 SF (46,548 SF / 2,000 SF) 23 Spaces

**Total Bike Parking:** **189 Spaces**  
Live-Work Short Term 13 Spaces  
Live-Work Long Term 130 Spaces  
Commercial Short Term 23 Spaces  
Commercial Long Term 23 Spaces

### PROJECT SUMMARY - INCREASED COMMERCIAL FLEXIBILITY OPTION

Existing Zone: M3-1-RIO  
Proposed Zone: C2-2-RIO

Existing Land Use: Heavy Industrial  
Proposed Land Use: Regional Center Commercial

Gross Site Area (Pre-Dedication): 54,009 SF  
Gross Site Area (Post-Dedication): 52,531 SF  
Base Density (1 Live-Work Unit per 200 SF): 54,009 SF / 200 SF = **270 Units**

**Floor Area Allowed (Pre-Dedication):** (54,009 SF x 6) **324,054 SF**  
**Floor Area Allowed (Post-Dedication):** (52,531 SF x 6) **315,186 SF**  
**Floor Area Proposed:** **249,758 SF**

**FAR Allowed:** **6.0**

**FAR Proposed:** (249,758 SF / 52,531 SF) **4.75**

**Live-Work Units:** **200 units**  
0-1 BD (Units < 1,000 SF) 173 units  
3 BD (Units > 1,000 SF) 27 units  
Very Low Income Housing 11% of Units (22 Units)

**Average Unit Size Recommended:** **792 SF**  
750 SF Min. Avg.

**Art Production / Commercial Space Recommended:** **TOTAL = 17,500 SF**  
150 SF x 50 units = 7,500 SF  
100 SF x 50 units = 5,000 SF  
50 SF x 100 units = 5,000 SF

**Commercial Space Provided:** **64,313 SF**

**Open Space Required:** **TOTAL = 22,025 SF**  
100 SF per Live-Work Unit (0-1 BD)(Units < 1,000 SF) 173 Units x 100 SF = 17,300 SF  
175 SF per Live-Work Unit (3 BD)(Units > 1,000 SF) 27 units x 175 SF = 4,725 SF  
TOTAL = 22,025 SF

**Open Space Provided:** **TOTAL = 22,725 SF**  
Private Open Space 900 SF  
Outdoor Communal Space 18,719 SF  
Indoor Communal Space (Max. 25% of Required Total (5,506 SF)) 3,106 SF

**Trees Required:** (200 Units / 4) **50 Trees**  
**Trees Provided:** **57 Trees**

**Total Parking Required (Density Bonus OPT. 1):** **356 Spaces**  
Live-Work (0-1 BD)(Units <1,000 SF) 173 Spaces  
(1 Space per Unit)

Live-Work (3 BD)(Units >1,000 SF) 54 Spaces  
(2 Spaces per Unit)

Commercial Parking (2 Spaces per 1,000 SF) 129 Spaces  
*Enterprise Zone 2129*

**Total Parking Provided:** **381 Spaces**  
Accessible: 11 Spaces (2 van)  
EV Parking:  
10% Installed 38 Spaces  
30% Compatible 114 Spaces

Live-Work 227 Spaces  
Commercial 129 Spaces  
Additional Visitor Parking 3 Spaces  
Additional LW Parking 22 Spaces

**Live-Work Bike Parking Required:** **138 Spaces**  
1 Short-Term Space 13 Spaces  
1 Long-Term Space 125 Spaces

**Commercial Bike Parking Required:** **64 Spaces**  
1 Short-Term Space per 2,000 SF (64,313 SF / 2,000 SF) 32 Spaces  
1 Long-Term Space per 2,000 SF (64,313 SF / 2,000 SF) 32 Spaces

**Total Bike Parking:** **202 Spaces**  
Live-Work Short Term 13 Spaces  
Live-Work Long Term 125 Spaces  
Commercial Short Term 32 Spaces  
Commercial Long Term 32 Spaces

## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

#### NOT FOR CONSTRUCTION

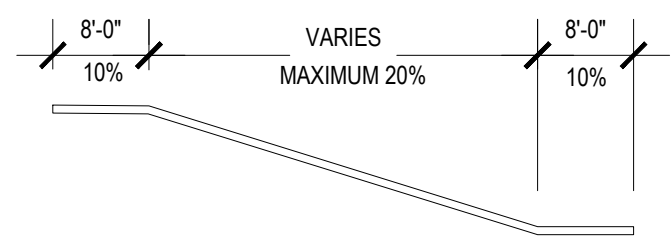
5	01/12/21	Revised Entitlement Submittal
4	03/01/19	Revised Entitlement Submittal
3	02/02/18	Revised Entitlement Submittal
2	04/27/17	Revised Entitlement Submittal
1	09/27/16	Entitlement Submittal

No. Date Description

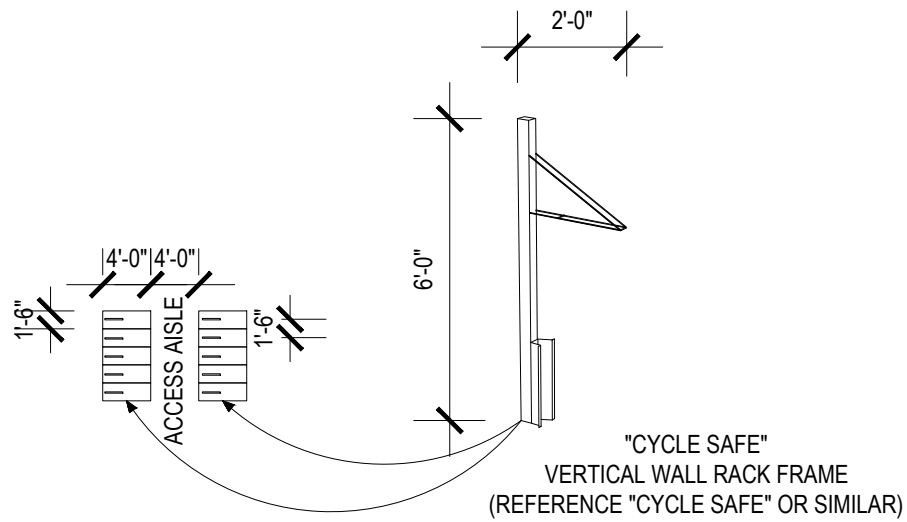
#### PLOT PLAN

# A000

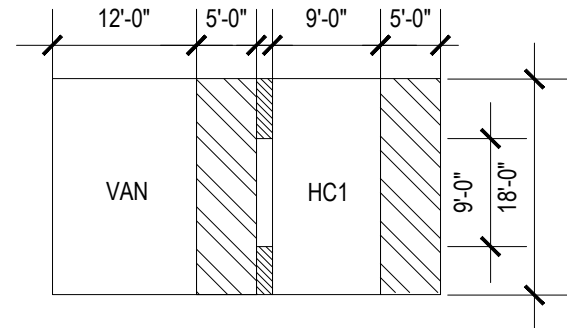
PRINTED: Tuesday, January 12, 2021 8:34:09 PM BY: HLA160201 FILE: 1100\_A100\_LEVEL B3 LOW



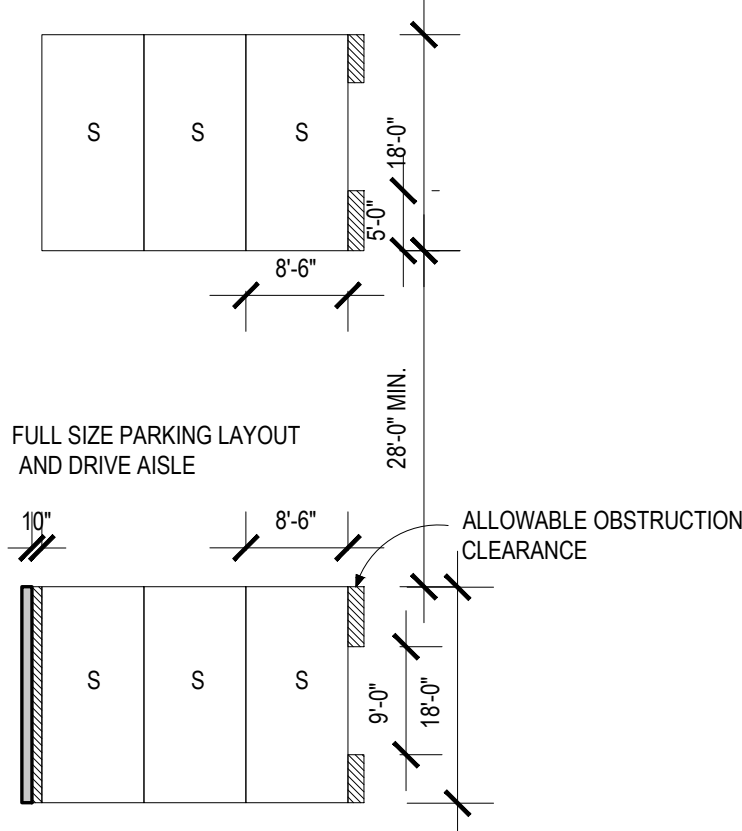
6 TYPICAL RAMP DIAGRAM  
SCALE: 1/16"= 1'-0"



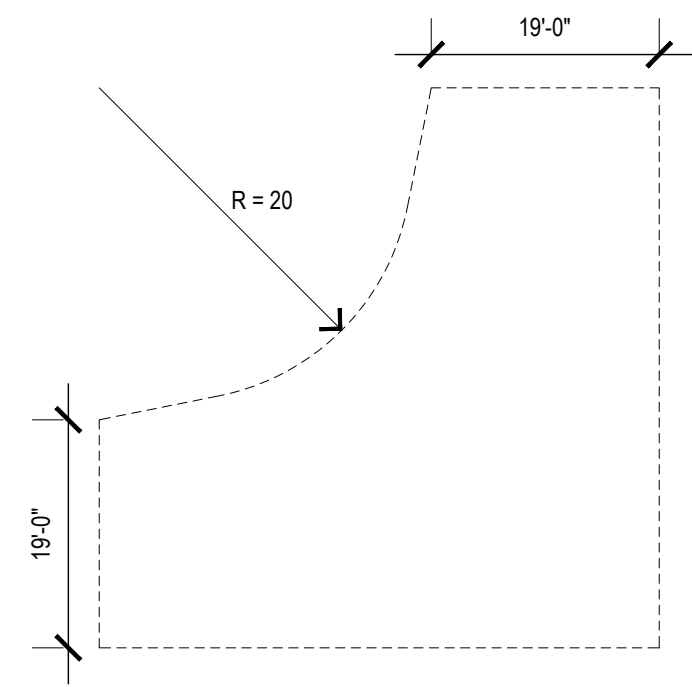
5 VERTICAL BICYCLE PARKING DIAGRAM  
SCALE: 1/16"= 1'-0"



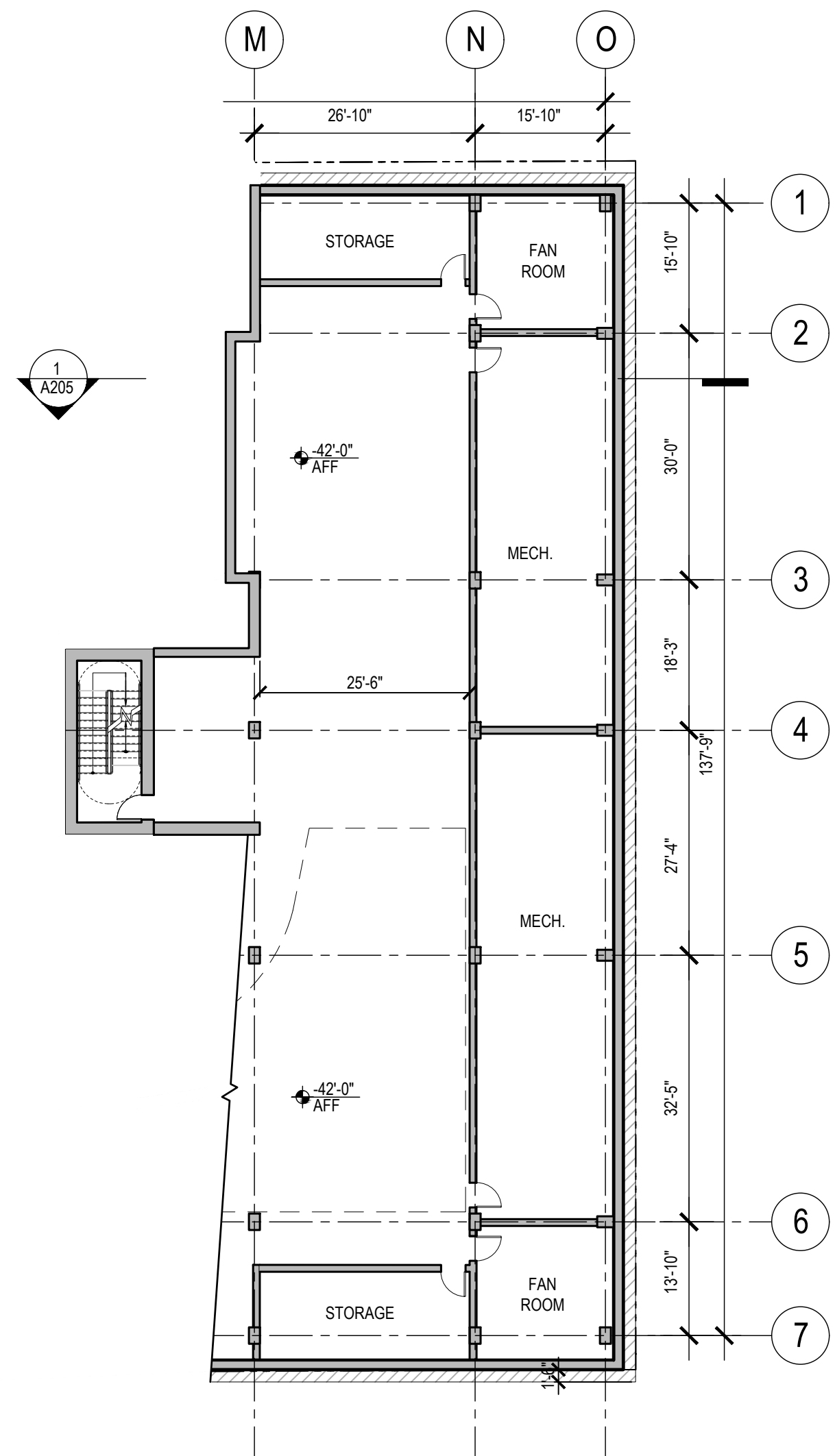
4 ADA PARKING DIAGRAM  
SCALE: 1/16"= 1'-0"



3 TYPICAL PARKING DIAGRAM  
SCALE: 1/16"= 1'-0"



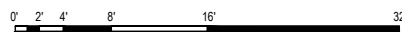
2 TYPICAL TURNING RADIUS DIAGRAM  
SCALE: 1/16"= 1'-0"



\* NOTE: - PARKING PLANS SHOWN MEET THE MAXIMUM PARKING REQUIREMENTS, INCREASED COMMERCIAL FLEXIBILITY OPTION REPRESENTED.

EV PARKING: PER LAMC ORDINANCE NO. 186485  
10% INSTALLED OF TOTAL PARKING PROVIDED  
30% COMPATIBLE OF TOTAL PARKING PROVIDED

1 LEVEL B3 LOWER PLAN  
SCALE: 1/16"= 1'-0"



## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

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1	09/27/16	Entitlement Submittal

### LEVEL B3 LOWER PLAN

# A100



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1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

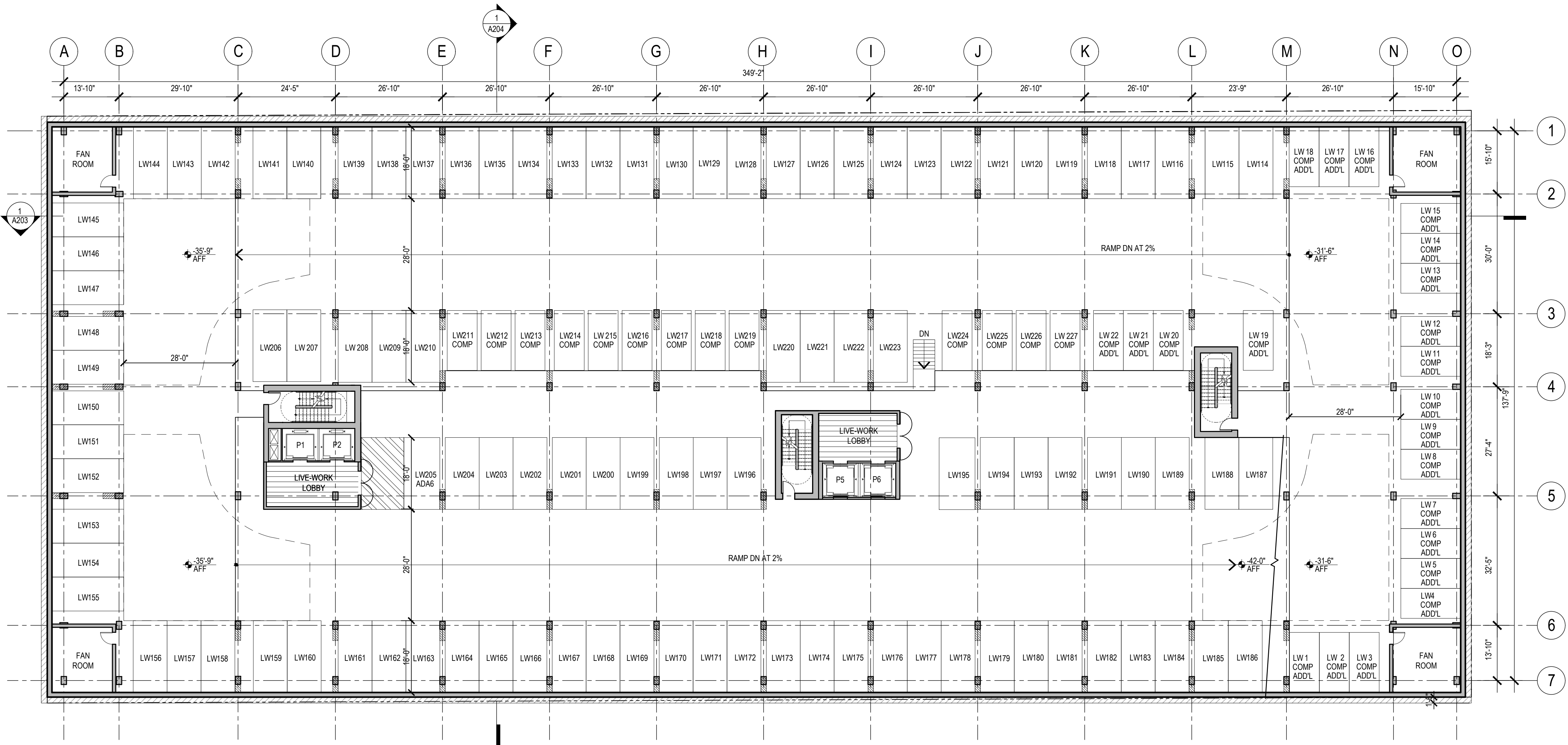
STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP



**LEVEL B3 PLAN**  
SCALE: 1/16"= 1'-0"

\* NOTE: PARKING PLANS SHOWN MEET THE MAXIMUM PARKING REQUIREMENTS.  
INCREASED COMMERCIAL FLEXIBILITY OPTION REPRESENTED.  
EV PARKING: PER LAMC ORDINANCE NO. 186485  
10% INSTALLED OF TOTAL PARKING PROVIDED  
30% COMPATIBLE OF TOTAL PARKING PROVIDED

NOT FOR CONSTRUCTION

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LEVEL B3 PLAN

A101

PRINTED: Tuesday, January 12, 2021 8:34:14 PM BY: HLA160201 FILE: 1100\_A102\_LEVEL B2

1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

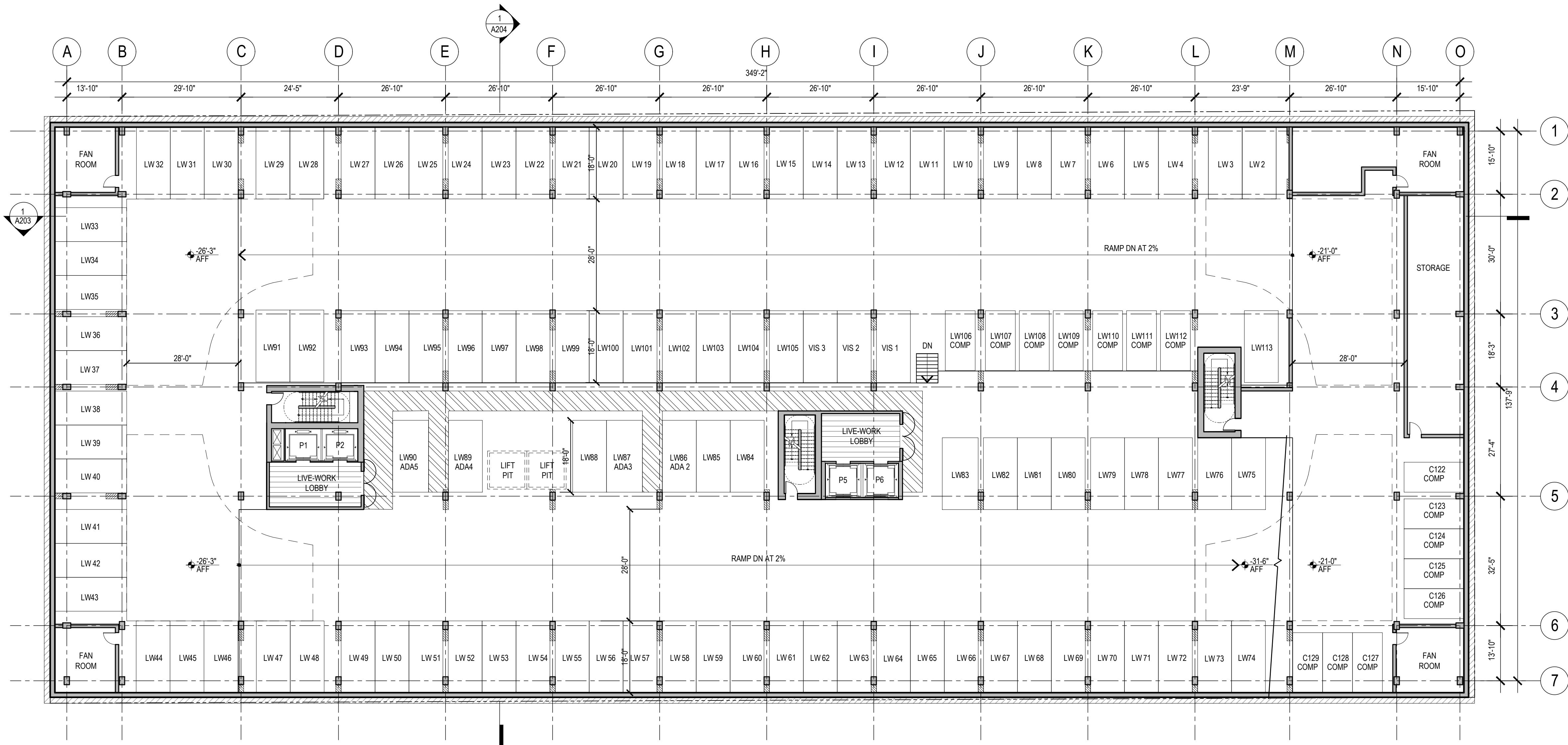
STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP



**LEVEL B2 PLAN**  
SCALE: 1/16"= 1'-0"

\* NOTE: PARKING PLANS SHOWN MEET THE MAXIMUM PARKING REQUIREMENTS.  
INCREASED COMMERCIAL FLEXIBILITY OPTION REPRESENTED.

EV PARKING: PER LAMC ORDINANCE NO. 186485  
10% INSTALLED OF TOTAL PARKING PROVIDED  
30% COMPATIBLE OF TOTAL PARKING PROVIDED

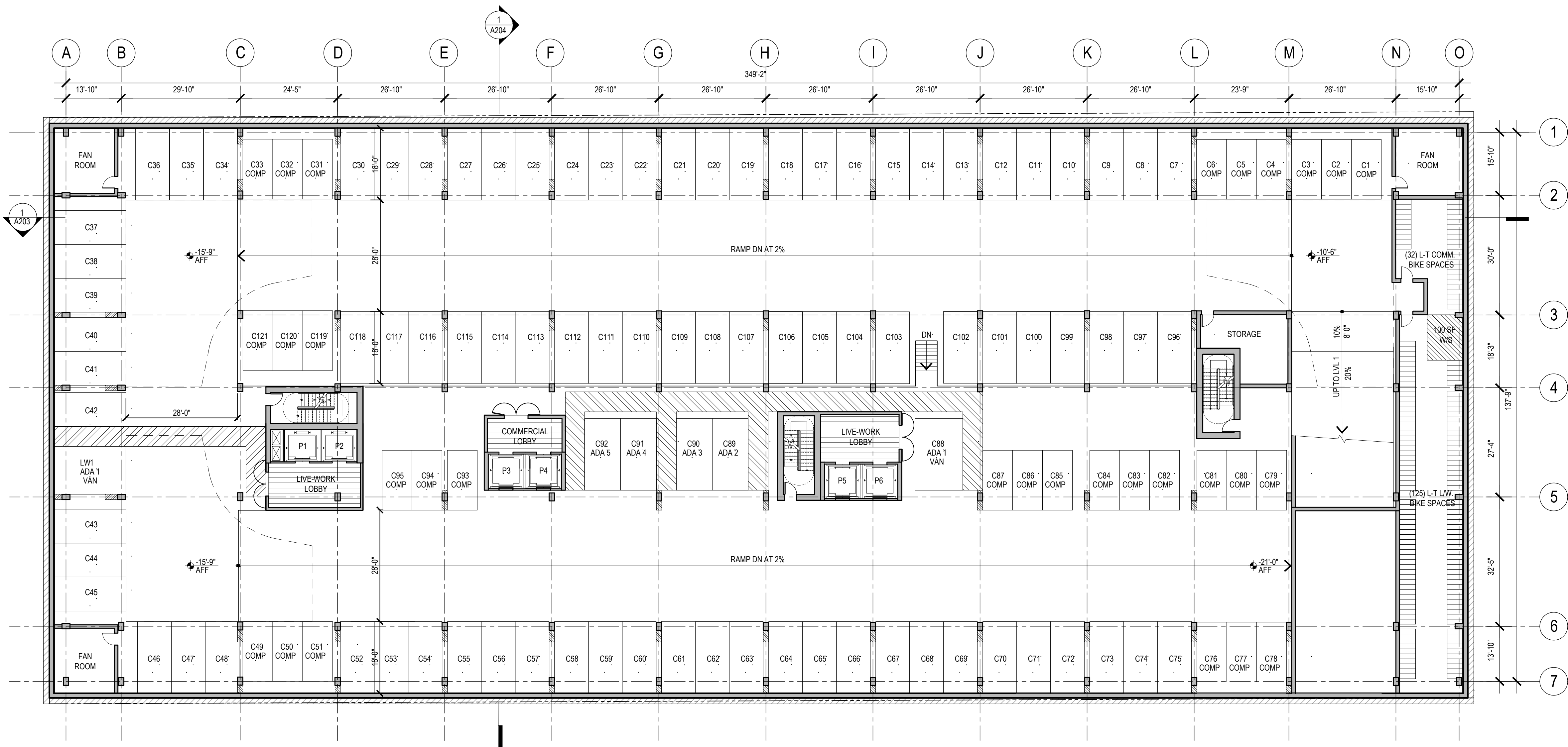
NOT FOR CONSTRUCTION

No.	Date	Description
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LEVEL B2 PLAN

A102

PRINTED: Tuesday, January 12, 2021 8:34:17 PM BY: HLA160201 FILE: 1100\_A103\_LEVEL B1



**LEVEL B1 PLAN**  
SCALE: 1/16"= 1'-0"

\* NOTE: PARKING PLANS SHOWN MEET THE MAXIMUM PARKING REQUIREMENTS,  
INCREASED COMMERCIAL FLEXIBILITY OPTION REPRESENTED.  
EV PARKING: PER LAMC ORDINANCE NO. 186405  
10% INSTALLED OF TOTAL PARKING PROVIDED  
30% COMPATIBLE OF TOTAL PARKING PROVIDED

## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

### NOT FOR CONSTRUCTION

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2	04/27/17	Revised Entitlement Submittal
1	09/27/16	Entitlement Submittal

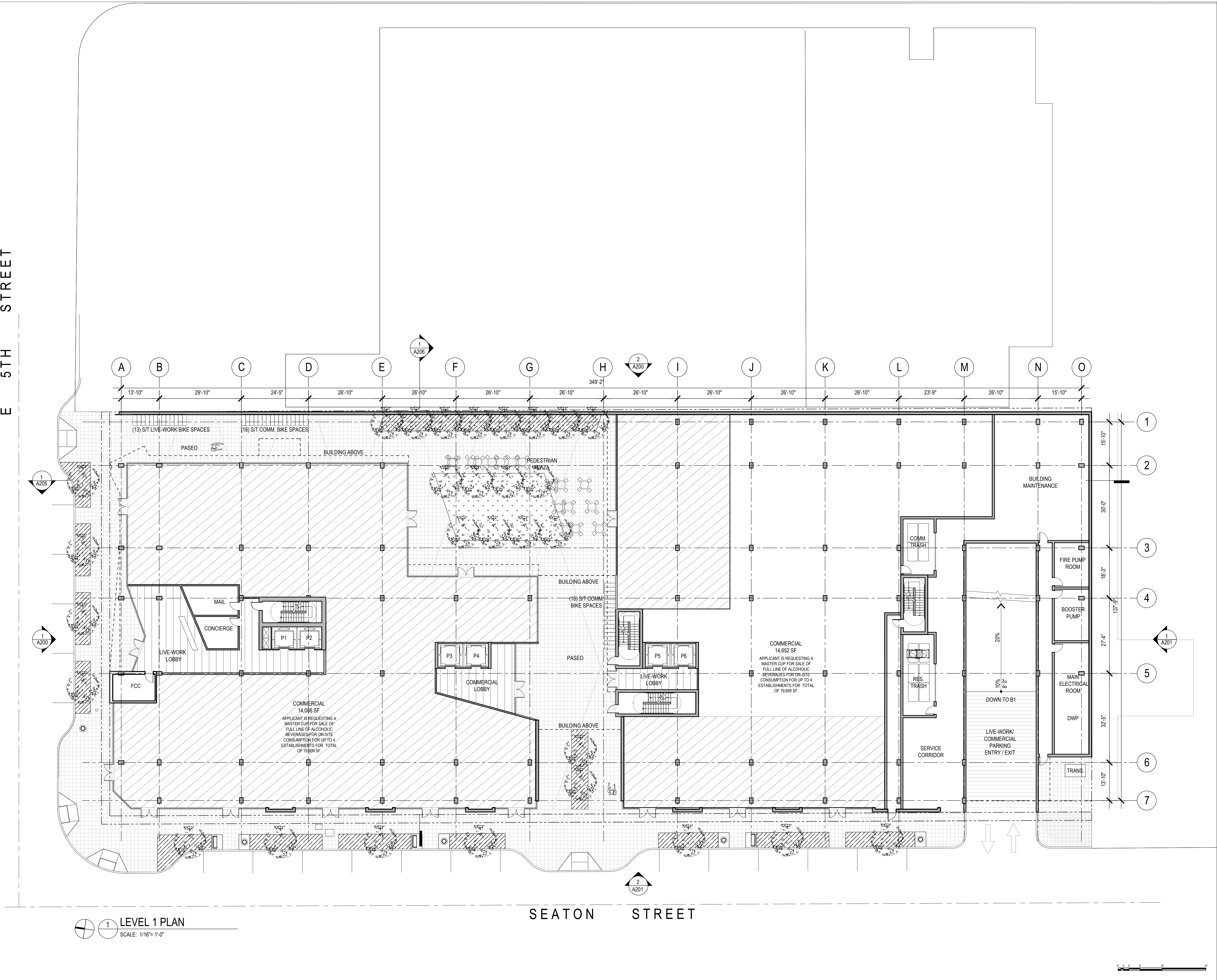
### LEVEL B1 PLAN

# A103



PRINTED: Tuesday, January 12, 2021 8:34:20 PM BY: HLA160201 FILE: 1100\_A104\_LEVEL 1

E 5TH STREET



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

SEATON STREET

## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

### NOT FOR CONSTRUCTION

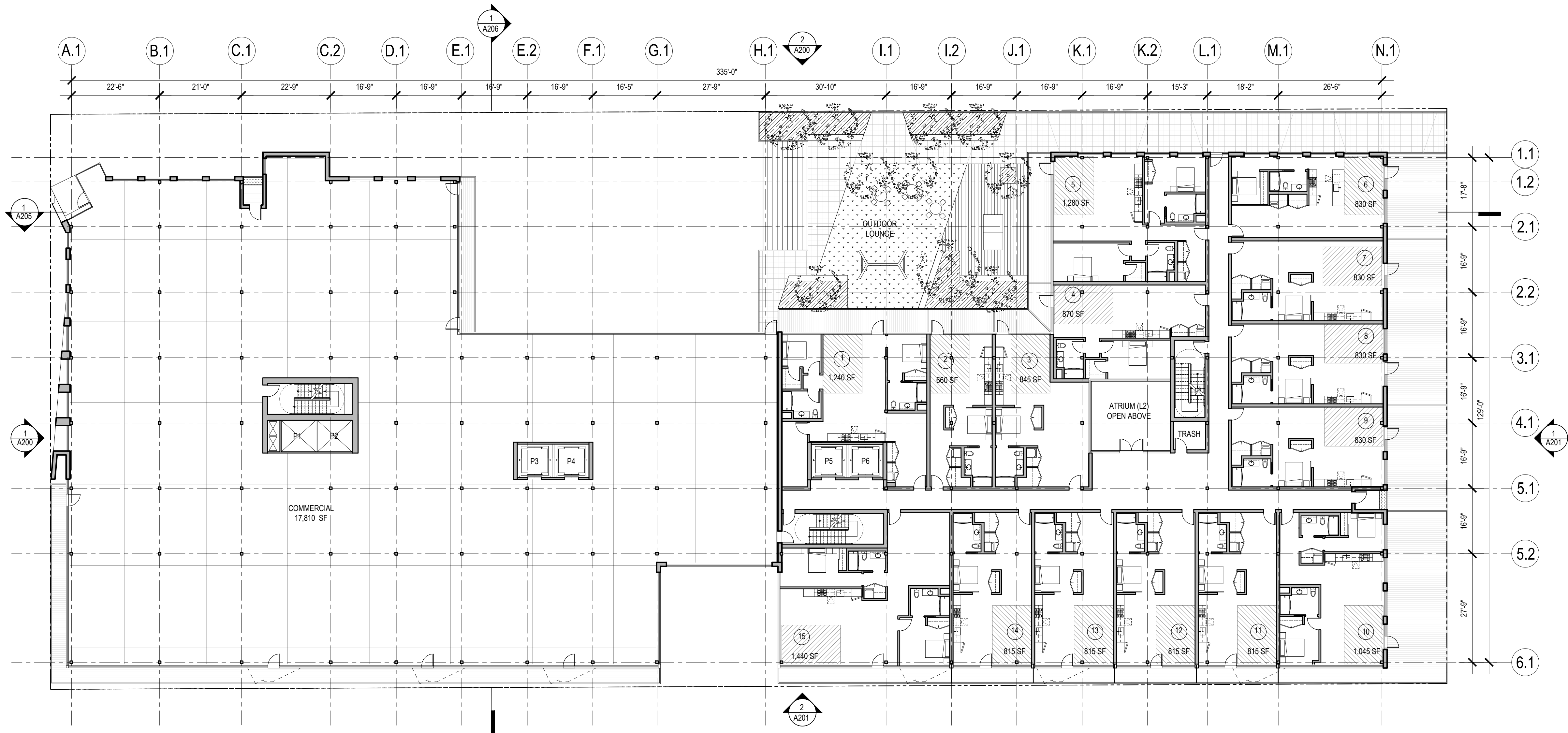
No.	Date	Description
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LEVEL 1 PLAN

# A104



PRINTED: Tuesday, January 12, 2021 8:34:22 PM BY: HLA160201 FILE: 1100\_A105\_LEVEL 2



1 LEVEL 2 PLAN  
SCALE: 1/16" = 1'-0"

## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

### NOT FOR CONSTRUCTION

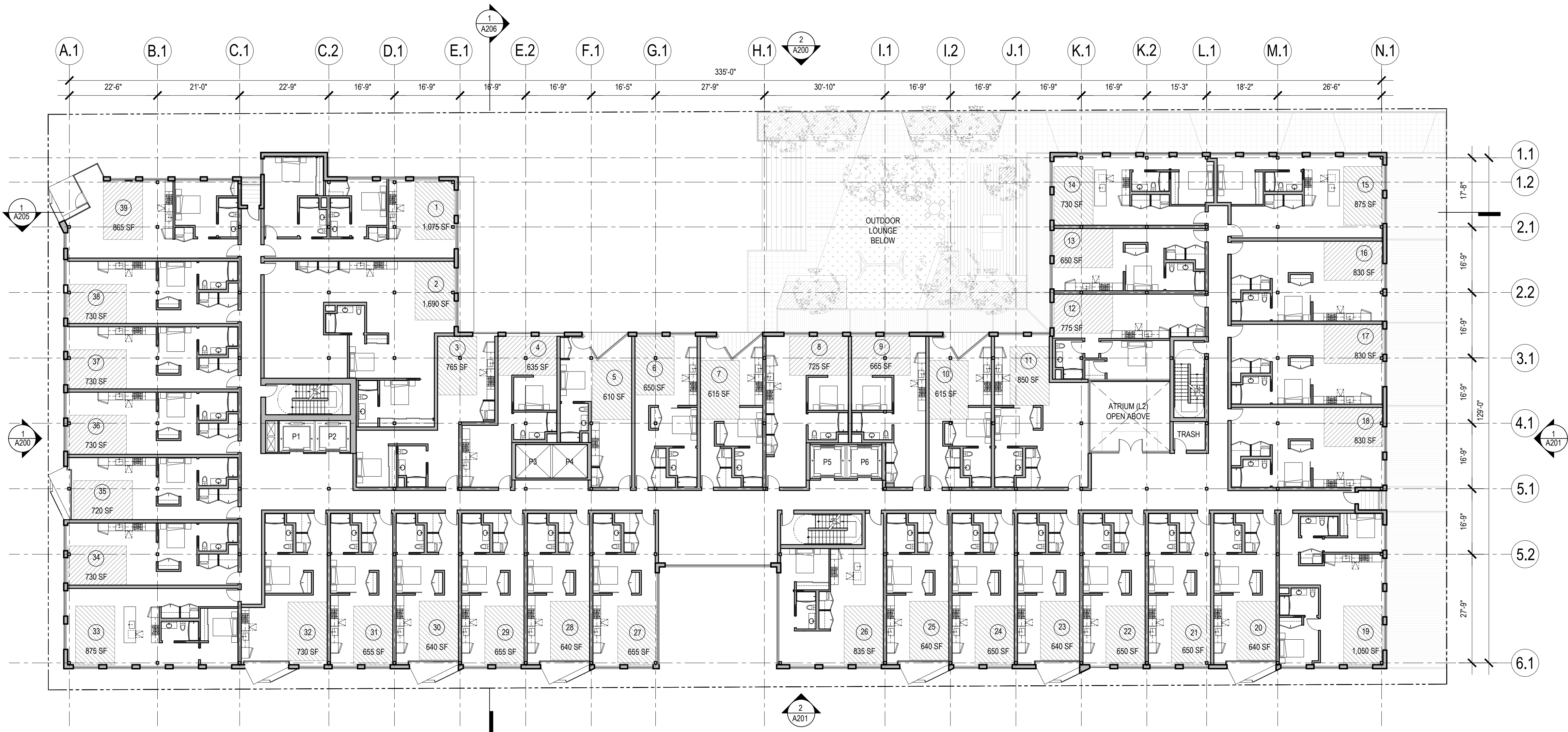
No.	Date	Description
5	01/12/21	Revised Entitlement Submittal
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2	04/27/17	Revised Entitlement Submittal
1	09/27/16	Entitlement Submittal

### LEVEL 2 PLAN

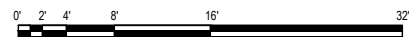
# A105



PRINTED: Tuesday, January 12, 2021 8:34:25 PM BY: HLA160201 FILE: 1100\_A106\_LEVEL 3



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



## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

### NOT FOR CONSTRUCTION

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1	09/27/16	Entitlement Submittal

### LEVEL 3 PLAN

# A106

PRINTED: Tuesday, January 12, 2021 8:34:28 PM BY: HLA160201 FILE: 1100\_A106\_LEVEL 3 - OPTION



1 LEVEL 3 PLAN - INCREASED COMMERCIAL FLEXIBILITY OPTION  
SCALE: 1/16"= 1'-0"



## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

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1	09/27/16	Entitlement Submittal

### LEVEL 3 PLAN - OPTION

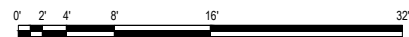
# A106 (OPT)



PRINTED: Tuesday, January 12, 2021 8:34:31 PM BY: HLA160201 FILE: 1100\_A107\_LEVEL 4



**LEVEL 4 PLAN**  
SCALE: 1/16"= 1'-0"



## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

### NOT FOR CONSTRUCTION

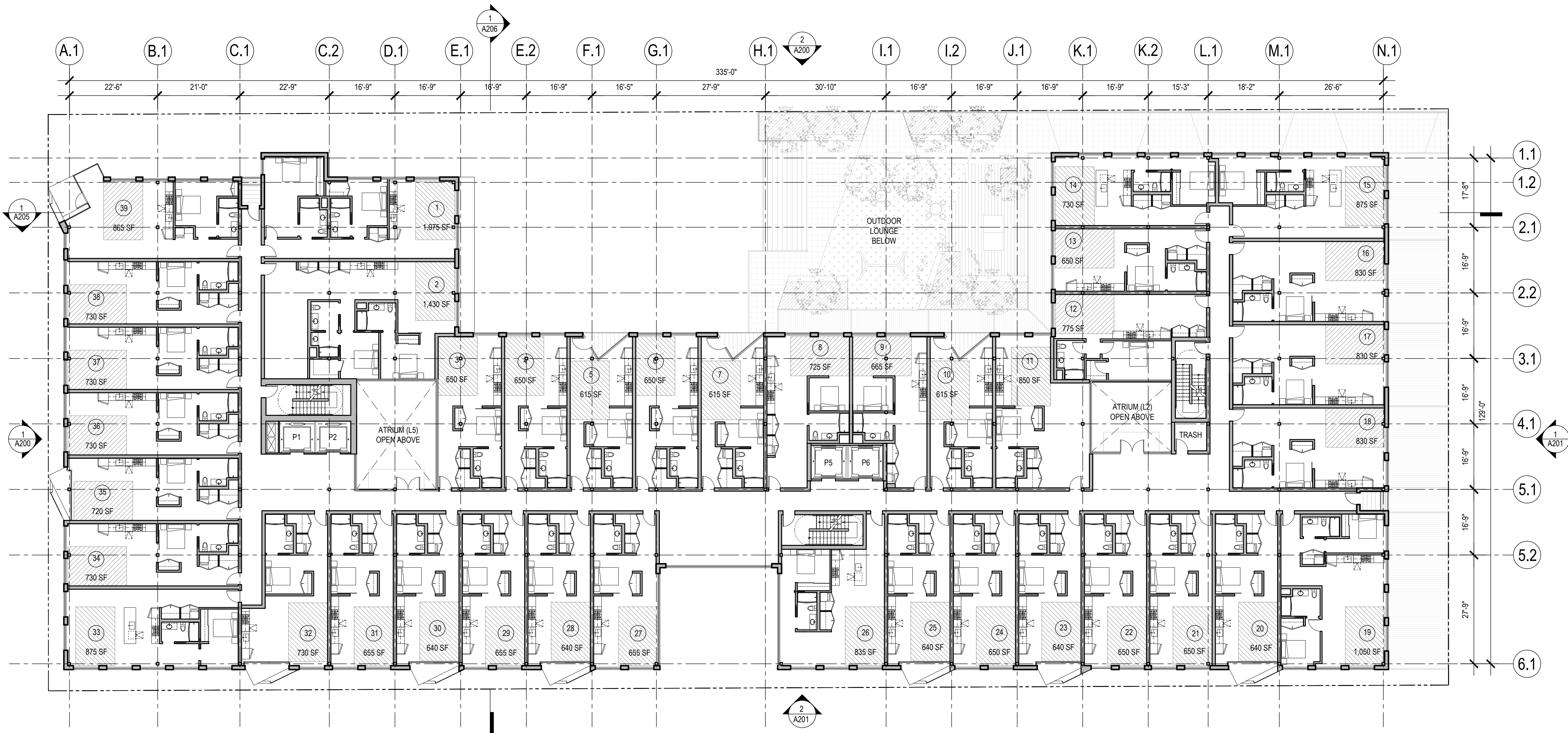
No.	Date	Description
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1	09/27/16	Entitlement Submittal

### LEVEL 4 PLAN

# A107



PRINTED: Tuesday, January 12, 2021 8:35:20 PM BY: HLA160201 FILE: 1100\_A108\_LEVEL 5-7



1 LEVEL 5 PLAN (6-7 SIM.)  
SCALE: 1/16"= 1'-0"



## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

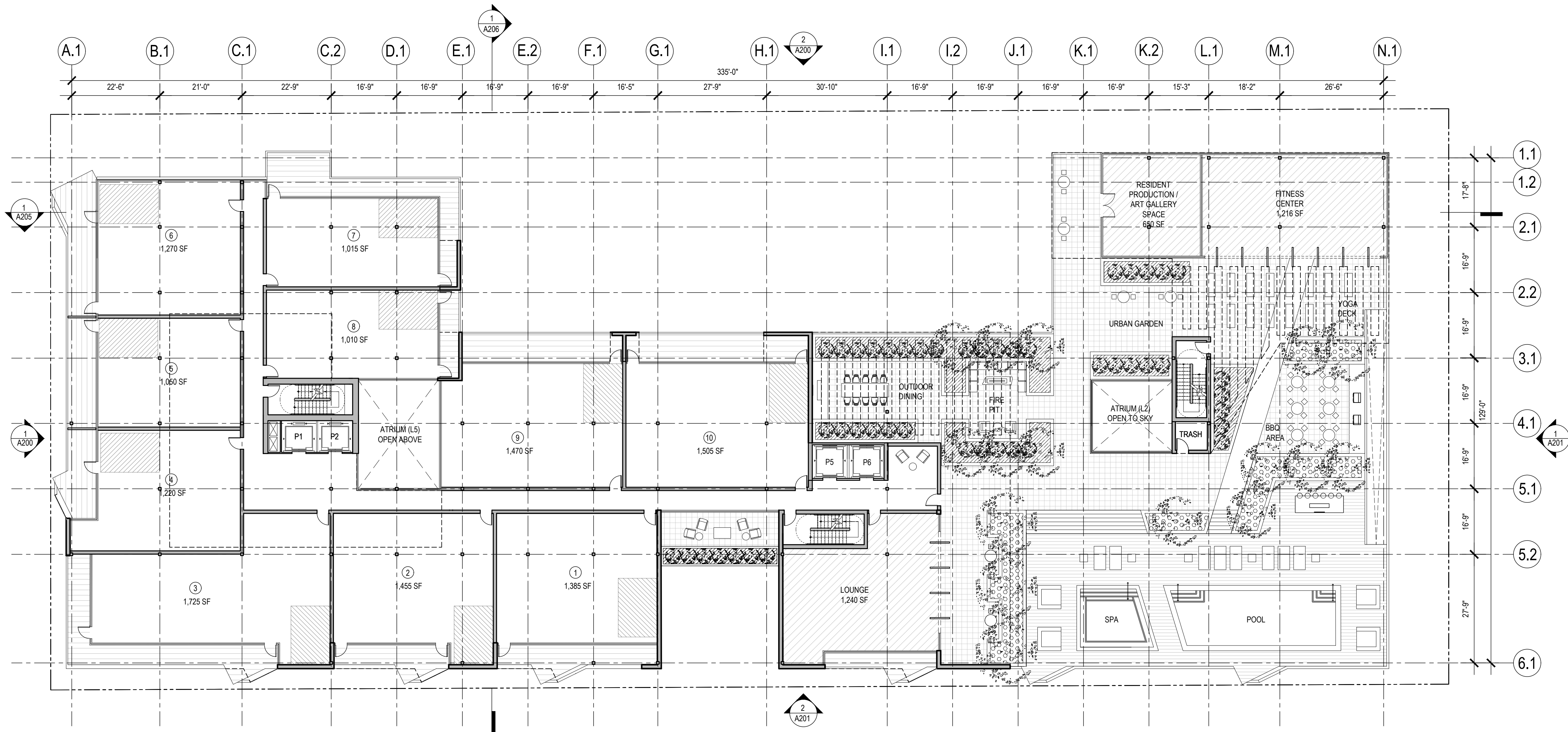
### NOT FOR CONSTRUCTION

No.	Date	Description
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2	04/27/17	Revised Entitlement Submittal
1	09/27/16	Entitlement Submittal

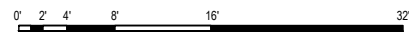
### LEVEL 5 PLAN (6-7 SIM.)

# A108

PRINTED: Tuesday, January 12, 2021 8:35:26 PM BY: HLA160201 FILE: 1100\_A109\_LEVEL 8



1 LEVEL 8 PLAN  
SCALE: 1/16" = 1'-0"



## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

### NOT FOR CONSTRUCTION

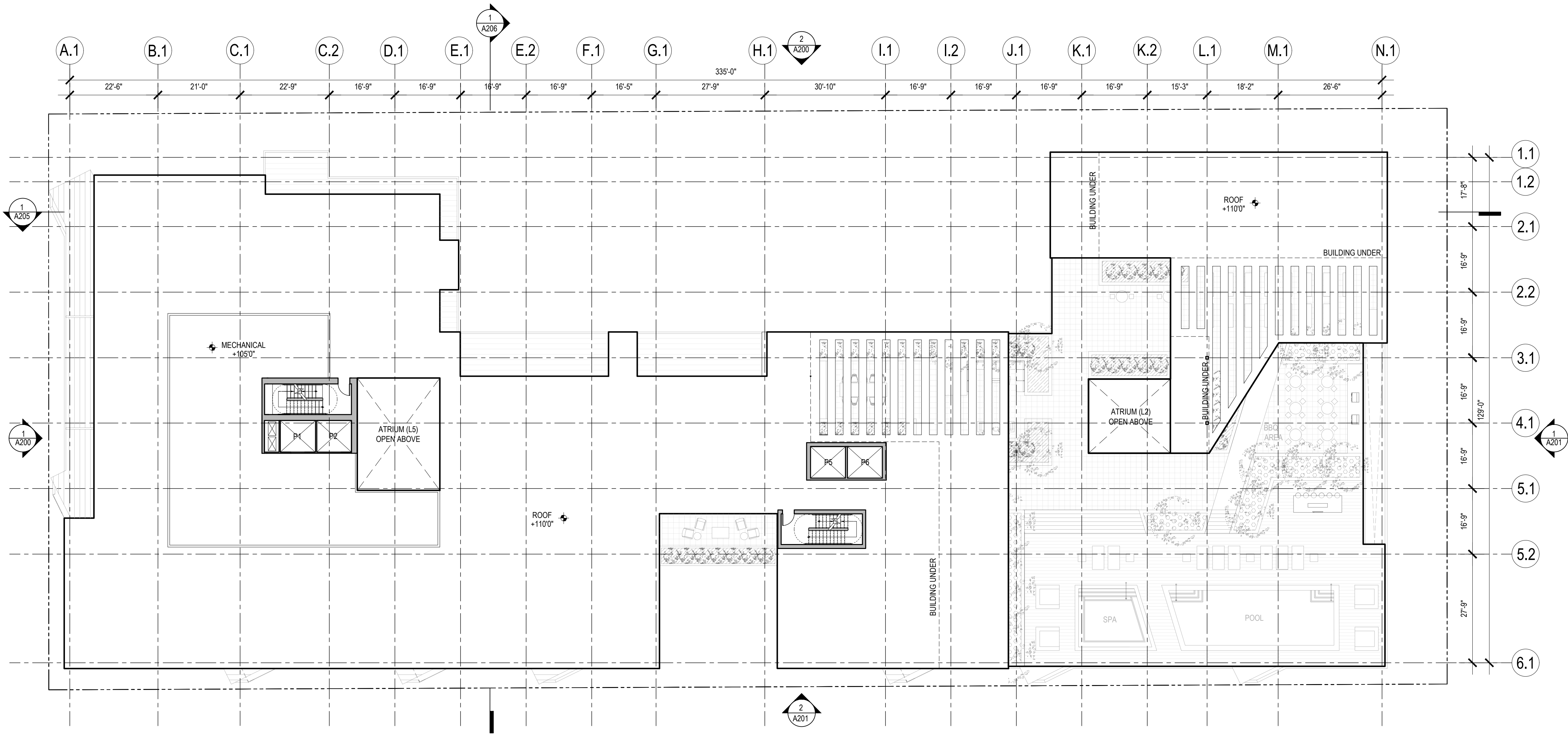
No.	Date	Description
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2	04/27/17	Revised Entitlement Submittal
1	09/27/16	Entitlement Submittal

### LEVEL 8 PLAN

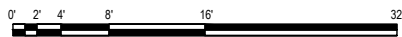
# A109



PRINTED: Tuesday, January 12, 2021 8:35:31 PM BY: HLA160201 FILE: 1100\_A110\_ROOF\_PLAN



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



1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

NOT FOR CONSTRUCTION

No.	Date	Description
5	01/12/21	Revised Entitlement Submittal
4	03/01/19	Revised Entitlement Submittal
3	02/02/18	Revised Entitlement Submittal
2	04/27/17	Revised Entitlement Submittal
1	09/27/16	Entitlement Submittal

ROOF PLAN

A110



PRINTED: Tuesday, January 12, 2021 9:27:51 PM BY: HLA160201 FILE: 1100\_A200-201\_ELEVATIONS



## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

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SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

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SUITE 701  
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LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
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IRVINE, CA 92606

MEP

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### ELEVATIONS

# A200



PRINTED: Tuesday, January 12, 2021 9:28:09 PM BY: HJA160201 FILE: 1100\_A200-201\_ELEVATIONS



## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

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SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

### NOT FOR CONSTRUCTION

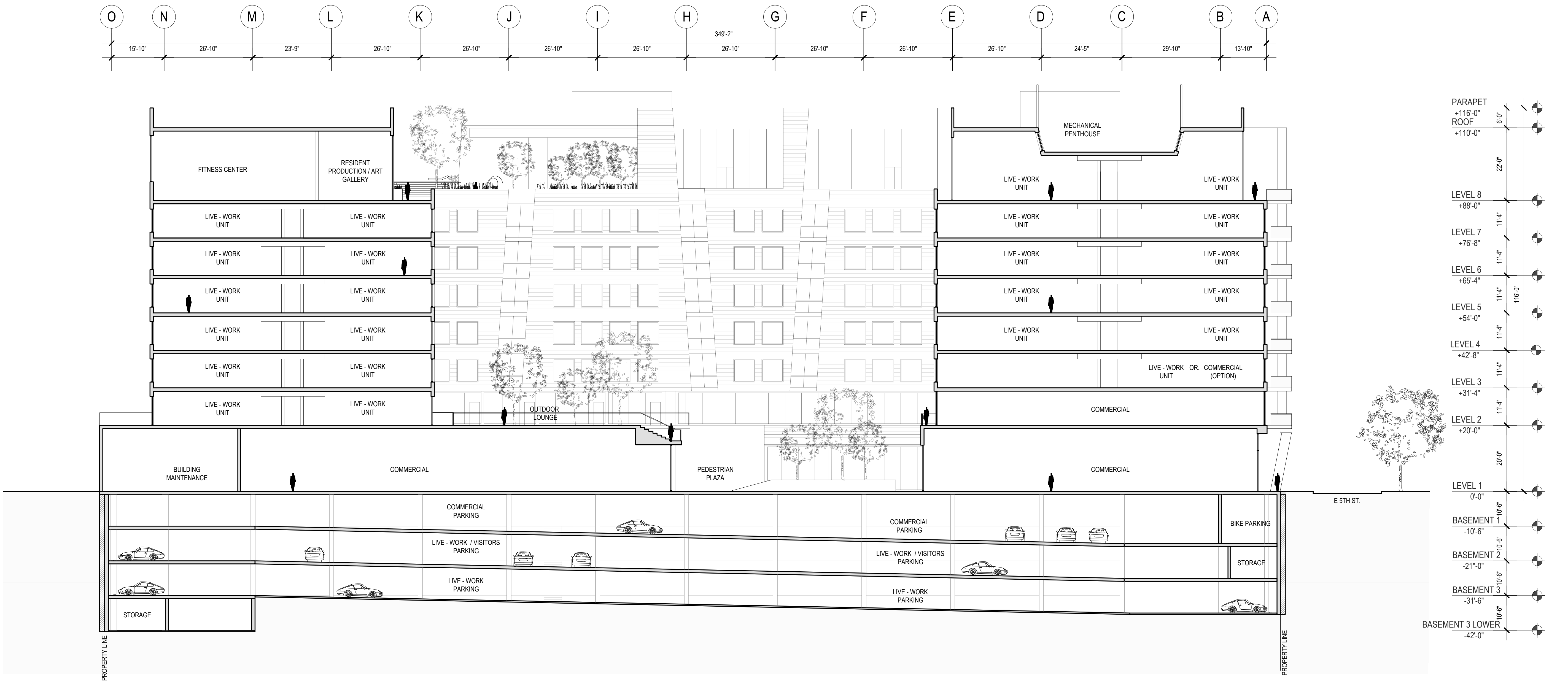
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### ELEVATIONS

# A201



PRINTED: Tuesday, January 12, 2021 8:37:23 PM BY: HLA160201 FILE: 1100\_A205:206\_SECTIONS



1 NORTH-SOUTH SECTION  
SCALE: 1/16"= 1'-0"

## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
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OWNER

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ARCHITECT

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LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

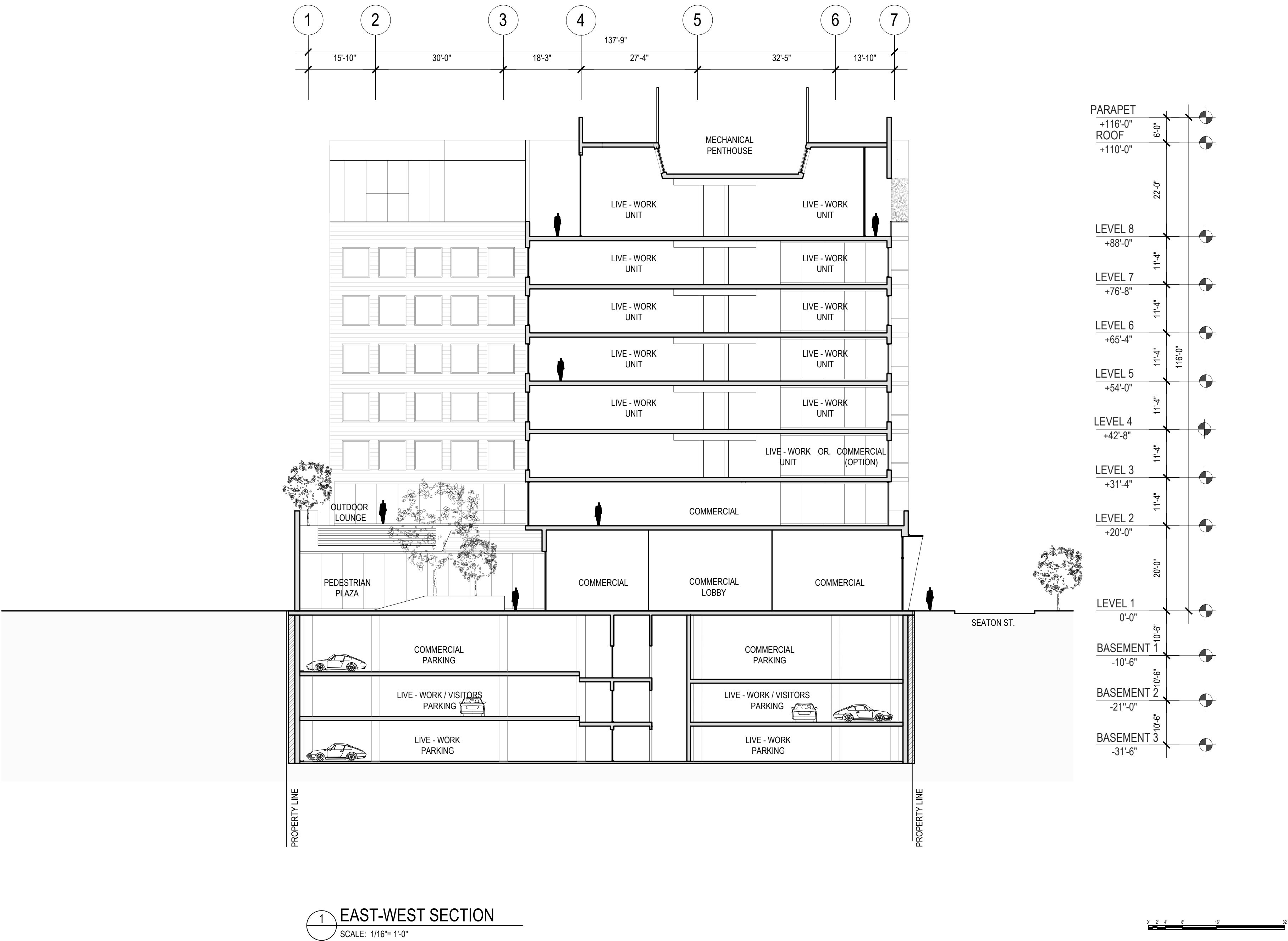
### NOT FOR CONSTRUCTION

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### SECTION

# A205

PRINTED: Tuesday, January 12, 2021 8:37:25 PM BY: HLA160201 FILE: 1100\_A205:206\_SECTIONS



1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

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XF-5TH & SEATON, LLC  
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OWNER

**hansonla**  
ARCHITECTURE

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ARCHITECT

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LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

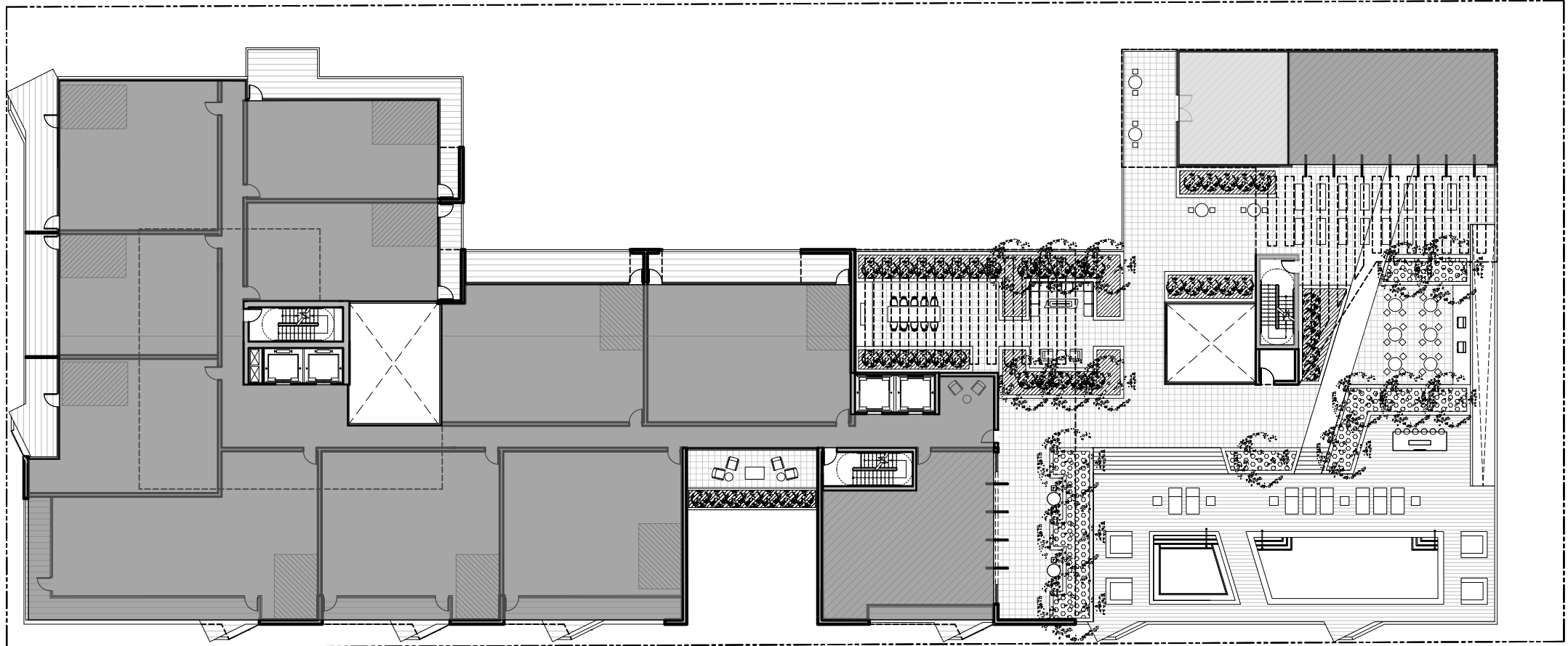
NOT FOR CONSTRUCTION

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No.	Date	Description

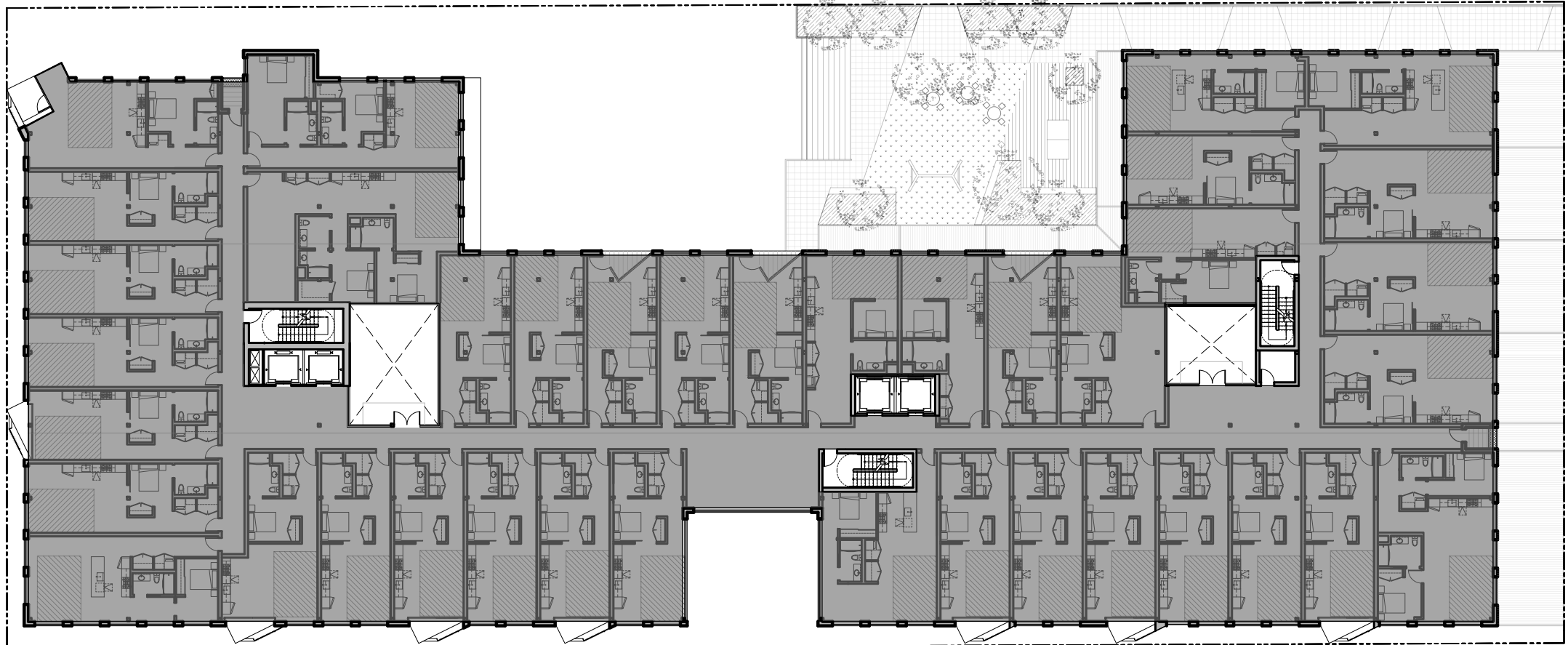
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A206

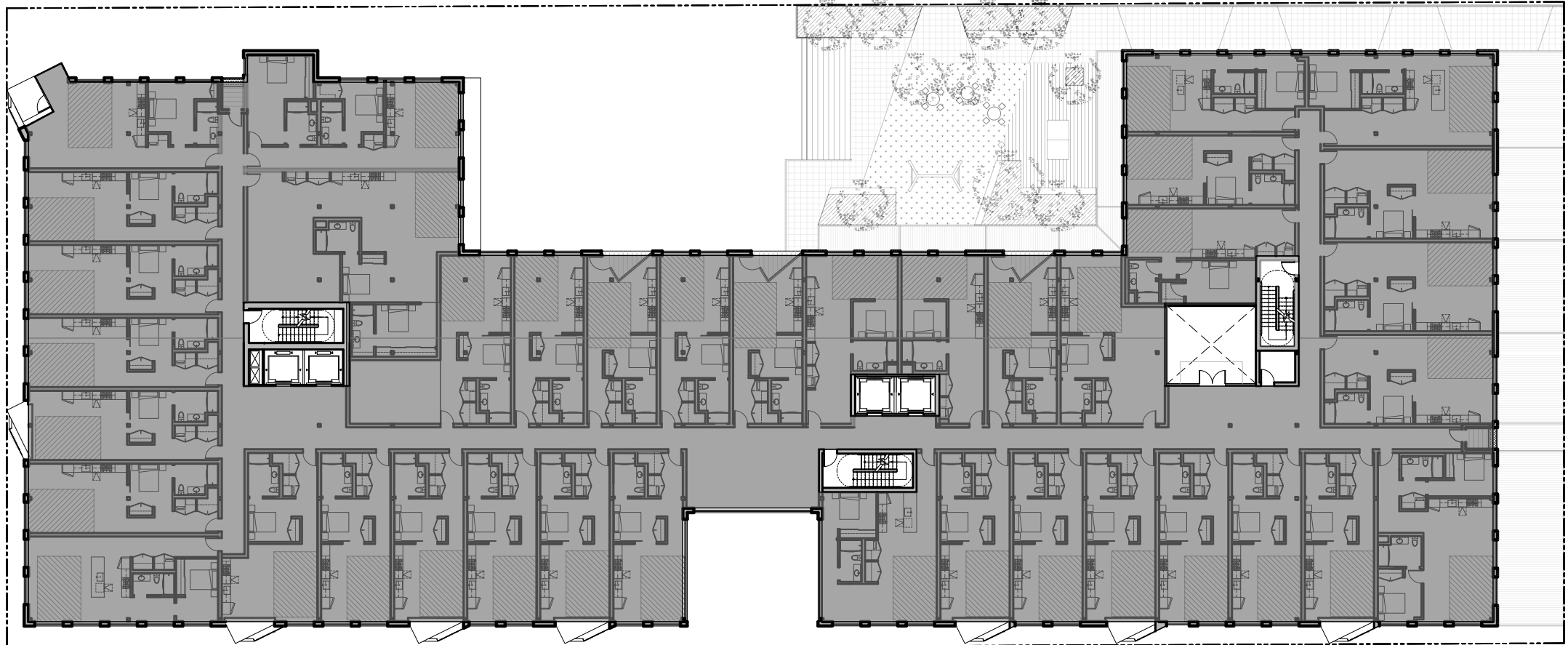
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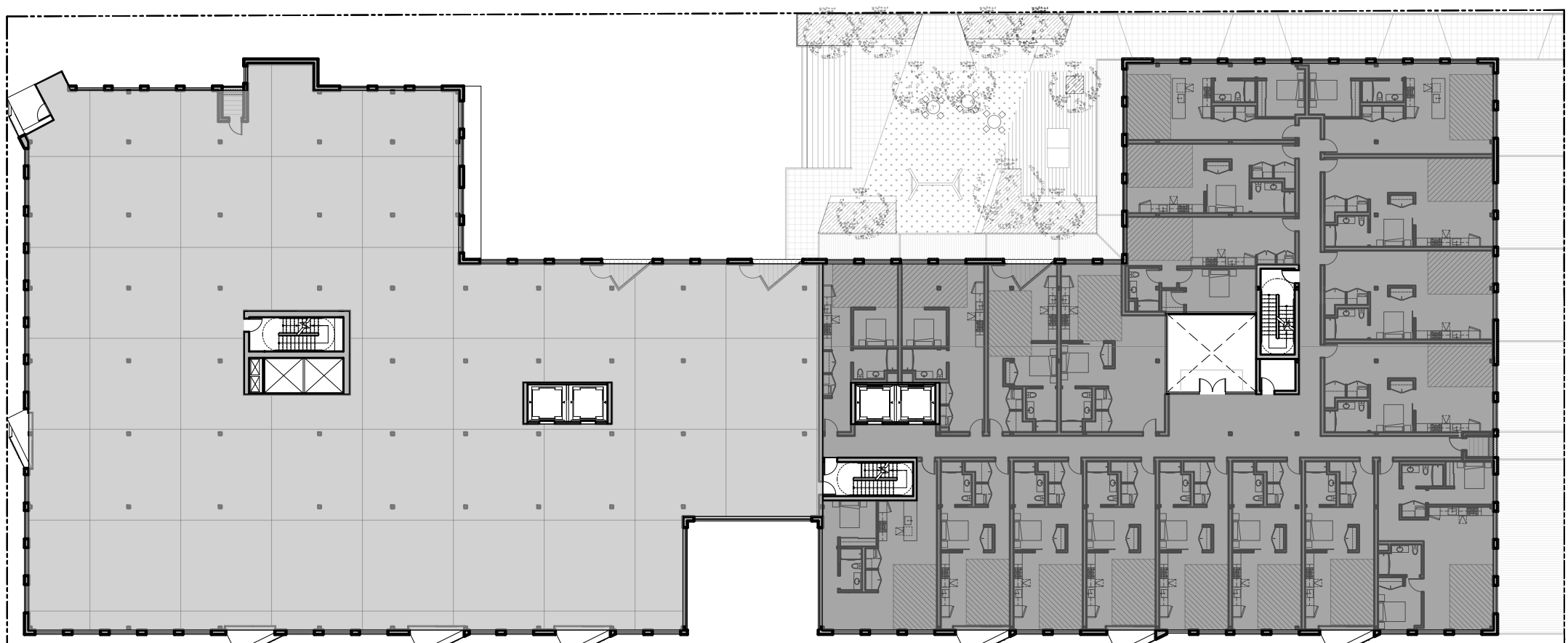
9 LEVEL 8  
SCALE: 1/32"= 1'-0"



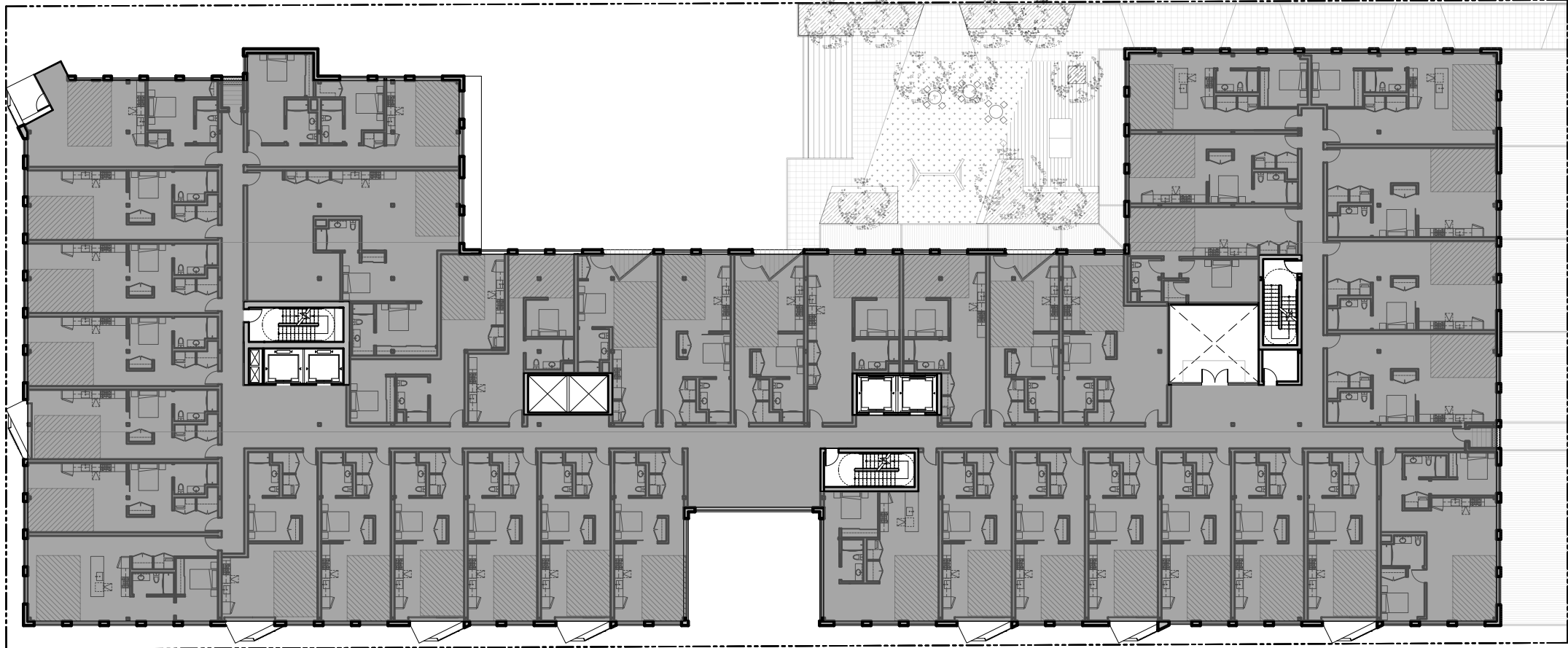
8 LEVEL 5 (6-7 SIM.)  
SCALE: 1/32"= 1'-0"



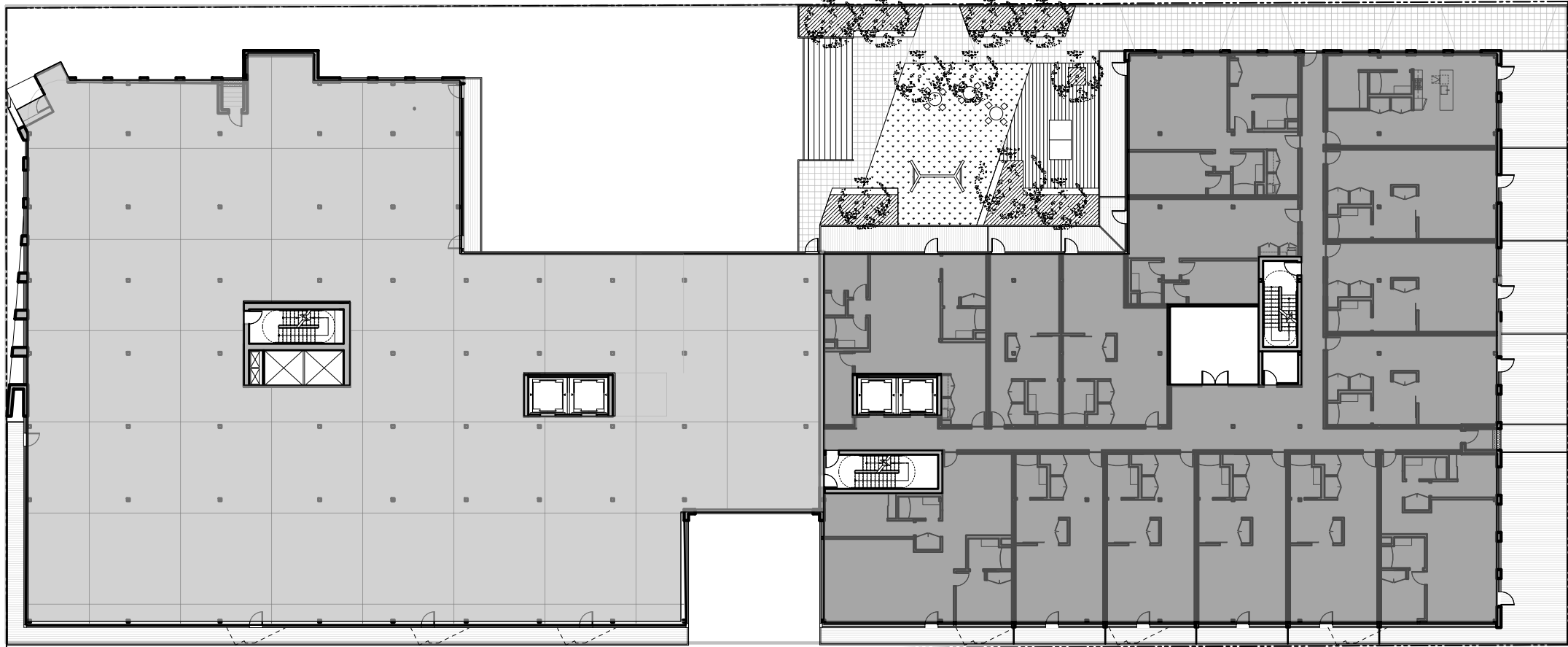
7 LEVEL 4  
SCALE: 1/32"= 1'-0"



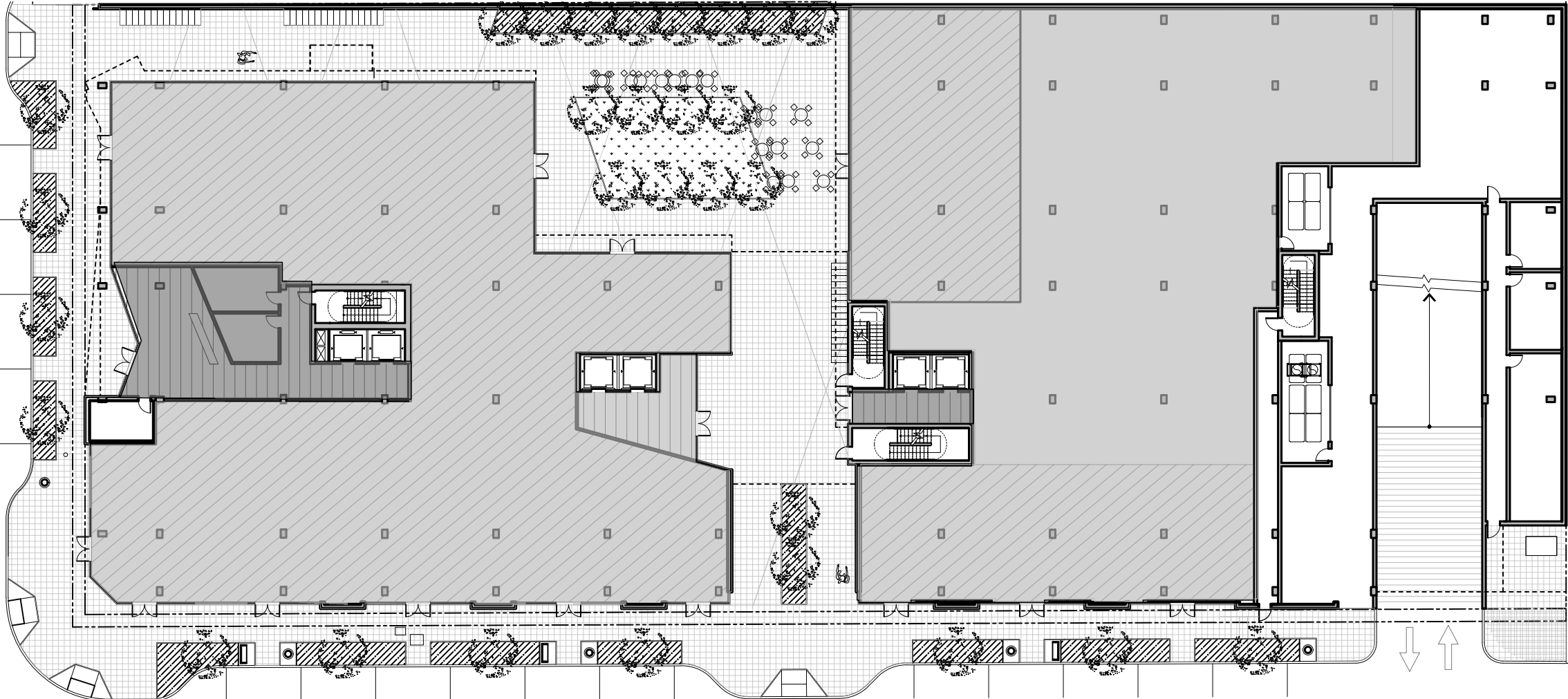
6 LEVEL 3 - INCREASED COMMERCIAL FLEXIBILITY OPTION  
SCALE: 1/32"= 1'-0"



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



4 LEVEL 2  
SCALE: 1/32"= 1'-0"



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

- LIVE-WORK FLOOR AREA
- COMMERCIAL FLOOR AREA
- RESIDENT PRODUCTION / ART GALLERY SPACE FLOOR AREA

LEVEL	LIVE-WORK FLOOR AREA	COMMERCIAL FLOOR AREA	RES. PRODUCTION / ART GALLERY FLOOR AREA	TOTAL
LEVEL 8	18354 SQ. FT.	0	650.0 SQ. FT.	19004 SQ. FT.
LEVEL 7	33090 SQ. FT.	0	0	33090 SQ. FT.
LEVEL 6	33090 SQ. FT.	0	0	33090 SQ. FT.
LEVEL 5	33090 SQ. FT.	0	0	33090 SQ. FT.
LEVEL 4	33629 SQ. FT.	0	0	33629 SQ. FT.
LEVEL 3	33435 SQ. FT.	0	0	33435 SQ. FT.
LEVEL 2	15670.0 SQ. FT.	17810 SQ. FT.	0	33480 SQ. FT.
LEVEL 1	2010.0 SQ. FT.	28738.0 SQ. FT.	0	30748 SQ. FT.
TOTAL	202368 SQ. FT.	46,548 SQ. FT.	650 SQ. FT.	249758 SQ. FT.

FAR CALCULATIONS  
FLOOR AREA ALLOWED:  
52,531 SF x 6= 315,186 SF  
FLOOR AREA PROPOSED:  
249,758 SF / 52,531 SF= 4.75  
TOTAL ART PRODUCTION /  
COMMERCIAL RECOMMENDED:  
18,500 SF  
TOTAL COMMERCIAL PROVIDED:  
46,548 SF

LEVEL	LIVE-WORK FLOOR AREA	COMMERCIAL FLOOR AREA	RES. PRODUCTION / ART GALLERY FLOOR AREA	TOTAL
LEVEL 8	18546.0 SQ. FT.	0	650.0 SQ. FT.	19196 SQ. FT.
LEVEL 7	33090.0 SQ. FT.	0	0	33090 SQ. FT.
LEVEL 6	33090.0 SQ. FT.	0	0	33090 SQ. FT.
LEVEL 5	33090.0 SQ. FT.	0	0	33090 SQ. FT.
LEVEL 4	33629 SQ. FT.	0	0	33629 SQ. FT.
LEVEL 3	15670.0 SQ. FT.	17765.0 SQ. FT.	0	33435 SQ. FT.
LEVEL 2	15670.0 SQ. FT.	17810.0 SQ. FT.	0	33480 SQ. FT.
LEVEL 1	2010.0 SQ. FT.	28738.0 SQ. FT.	0	30748 SQ. FT.
TOTAL	184795 SQ. FT.	64,313 SQ. FT.	650 SQ. FT.	249,758 SQ. FT.

FAR CALCULATIONS  
FLOOR AREA ALLOWED:  
52,531 SF x 6= 315,186 SF  
FLOOR AREA PROPOSED:  
249,758 SF / 52,531 SF= 4.75  
TOTAL ART PRODUCTION /  
COMMERCIAL RECOMMENDED:  
17,500 SF  
TOTAL COMMERCIAL PROVIDED:  
64,313 SF

2 FAR CALCULATIONS

1 FAR CALCULATIONS - INCREASED COMMERCIAL FLEXIBILITY OPTION

1100 E 5TH STREET

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OWNER

hansonla  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
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ARCHITECT

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STRUCTURAL ENGINEER

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LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

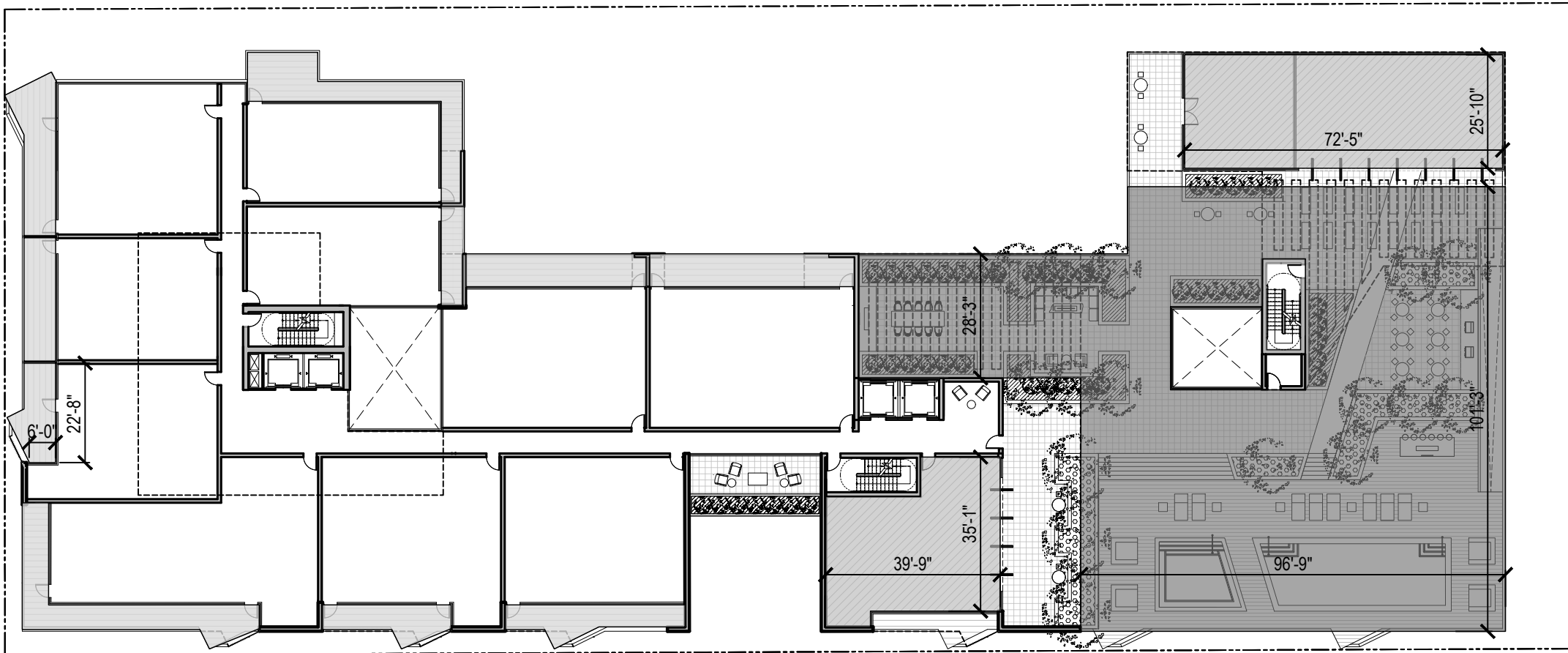
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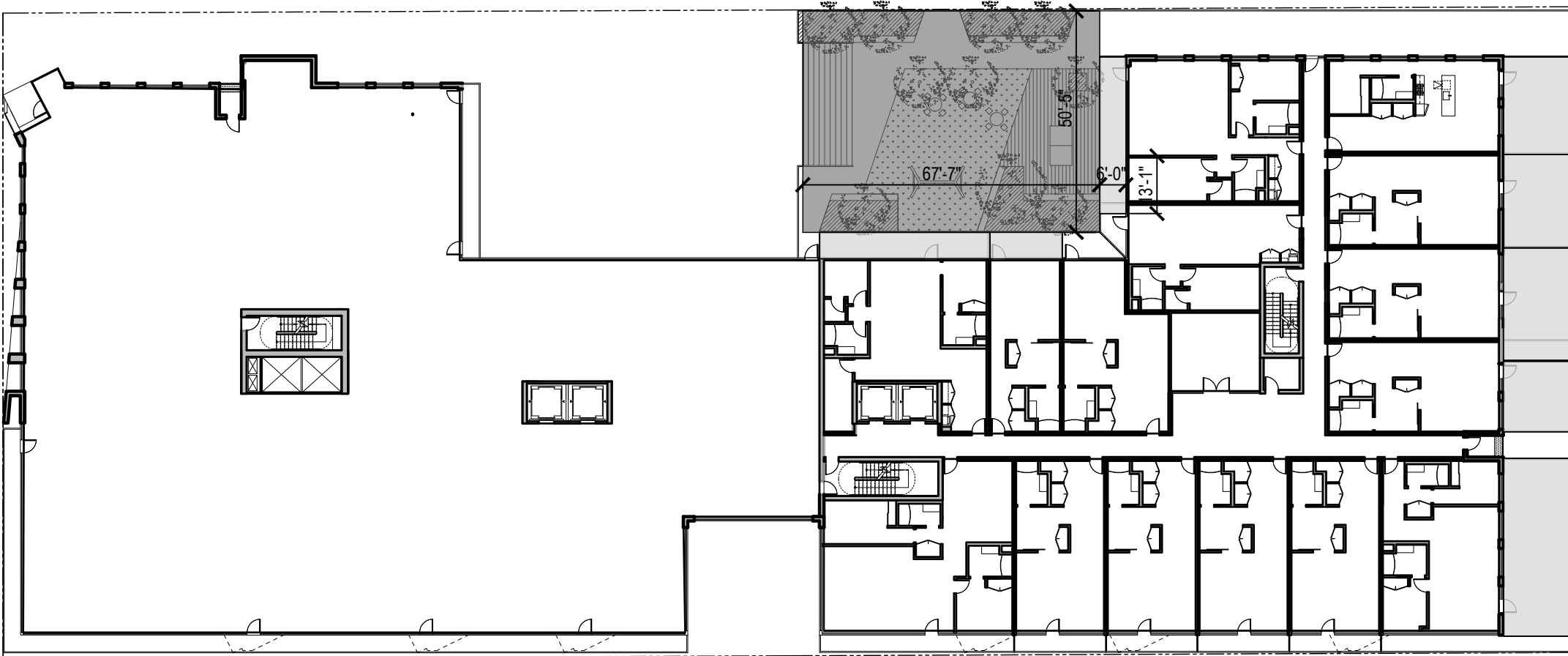
FAR

A300

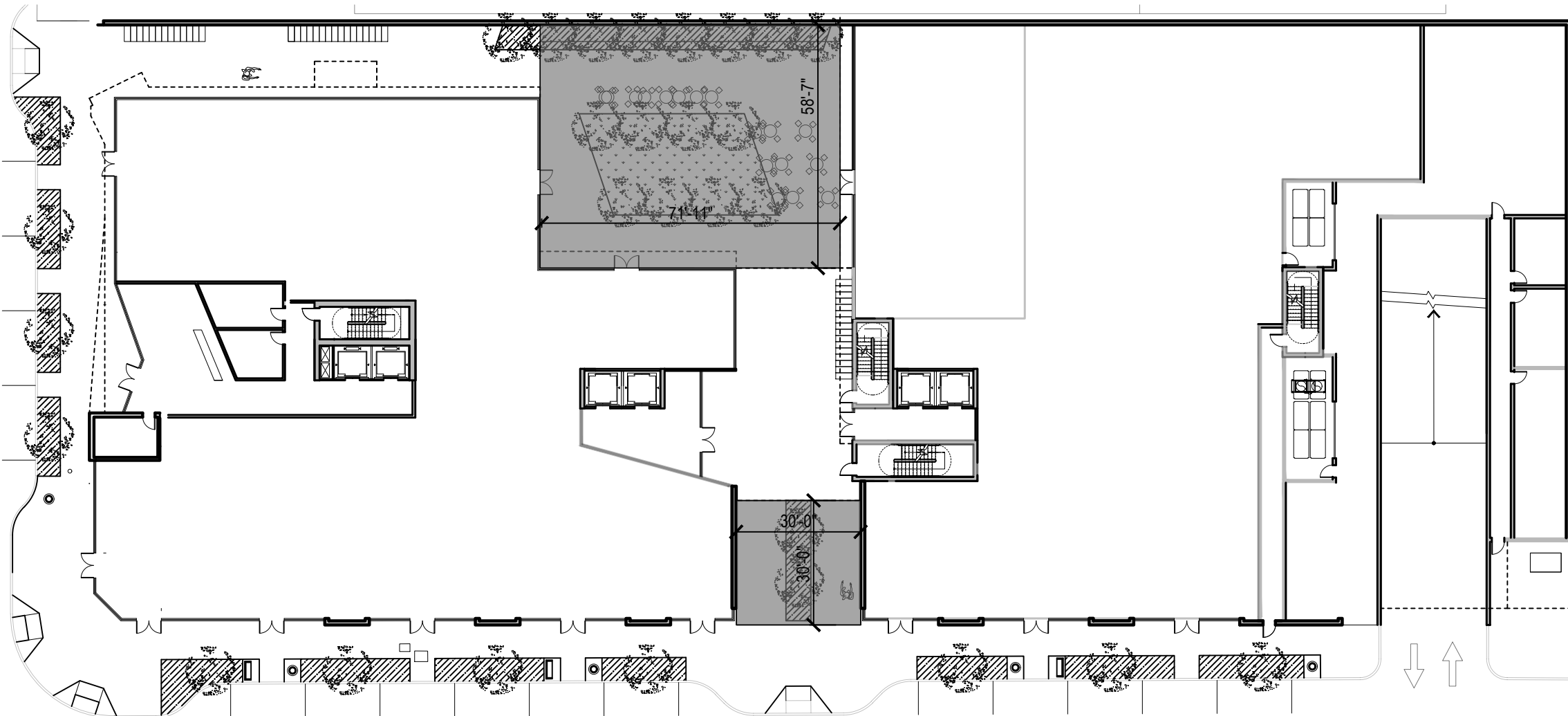
PRINTED: Tuesday, January 12, 2021 8:38:19 PM BY: HLA160201 FILE: 1100\_OPEN\_SPACE



5 LEVEL 8  
SCALE: 1/32"= 1'-0"



4 LEVEL 2  
SCALE: 1/32"= 1'-0"



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

OPEN SPACE CALCULATIONS

OPEN SPACE REQUIRED:  
100 SF PER LIVE - WORK UNIT (0-1 BD) (< 1,000 SF) 22,725 SF  
175 SF PER LIVE - WORK UNIT (3 BD) (> 1,000 SF) (191 UNITS x 100 SF) = 19,100 SF  
(29 UNITS x 175 SF) = 5,075 SF  
TOTAL = 24,125 SF  
(6% REDUCTION) 24,175 SF x .94 = 22,725 SF

OPEN SPACE PROVIDED: 22,725 SF

LEVEL	PRIVATE SPACE	OUTDOOR COMMUNAL SPACE	INDOOR COMMUNAL SPACE	TOTAL
LEVEL 8	500 SF	10,371 SF	3,106 SF	13,977 SF
LEVEL 7	0	0	0	0
LEVEL 6	0	0	0	0
LEVEL 5	0	0	0	0
LEVEL 4	0	0	0	0
LEVEL 3	0	0	0	0
LEVEL 2	400 SF	3,407 SF	0	3,807 SF
LEVEL 1	0	4,941 SF	0	4,941 SF
TOTAL	900 SF	18,719 SF	3,106 SF	22,725 SF

- PRIVATE OPEN SPACE
- OUTDOOR COMMUNAL SPACE
- INDOOR COMMUNAL SPACE

2 OPEN SPACE CALCULATIONS  
SCALE: 1/32"= 1'-0"

OPEN SPACE CALCULATIONS - INCREASED COMMERCIAL FLEXIBILITY OPTION

OPEN SPACE REQUIRED:  
100 SF PER LIVE - WORK UNIT (0-1 BD) (< 1,000 SF) 20,675 SF  
175 SF PER LIVE - WORK UNIT (3 BD) (> 1,000 SF) (173 UNITS x 100 SF) = 17,300 SF  
(27 UNITS x 175 SF) = 3,375 SF  
TOTAL = 22,025 SF

OPEN SPACE PROVIDED: 22,725 SF

LEVEL	PRIVATE SPACE	OUTDOOR COMMUNAL SPACE	INDOOR COMMUNAL SPACE	TOTAL
LEVEL 8	500 SF	10,371 SF	3,106 SF	13,977 SF
LEVEL 7	0	0	0	0
LEVEL 6	0	0	0	0
LEVEL 5	0	0	0	0
LEVEL 4	0	0	0	0
LEVEL 3	0	0	0	0
LEVEL 2	400 SF	3,407 SF	0	3,807 SF
LEVEL 1	0	4,941 SF	0	4,941 SF
TOTAL	900 SF	18,719 SF	3,106 SF	22,725 SF

- PRIVATE OPEN SPACE
- OUTDOOR COMMUNAL SPACE
- INDOOR COMMUNAL SPACE

1 OPEN SPACE CALCULATIONS - INCREASED COMMERCIAL FLEXIBILITY OPTION  
SCALE: 1/32"= 1'-0"

1100 E 5TH STREET

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ARCHITECT

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LANDSCAPE ARCHITECT

IDS GROUP  
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OPEN SPACE

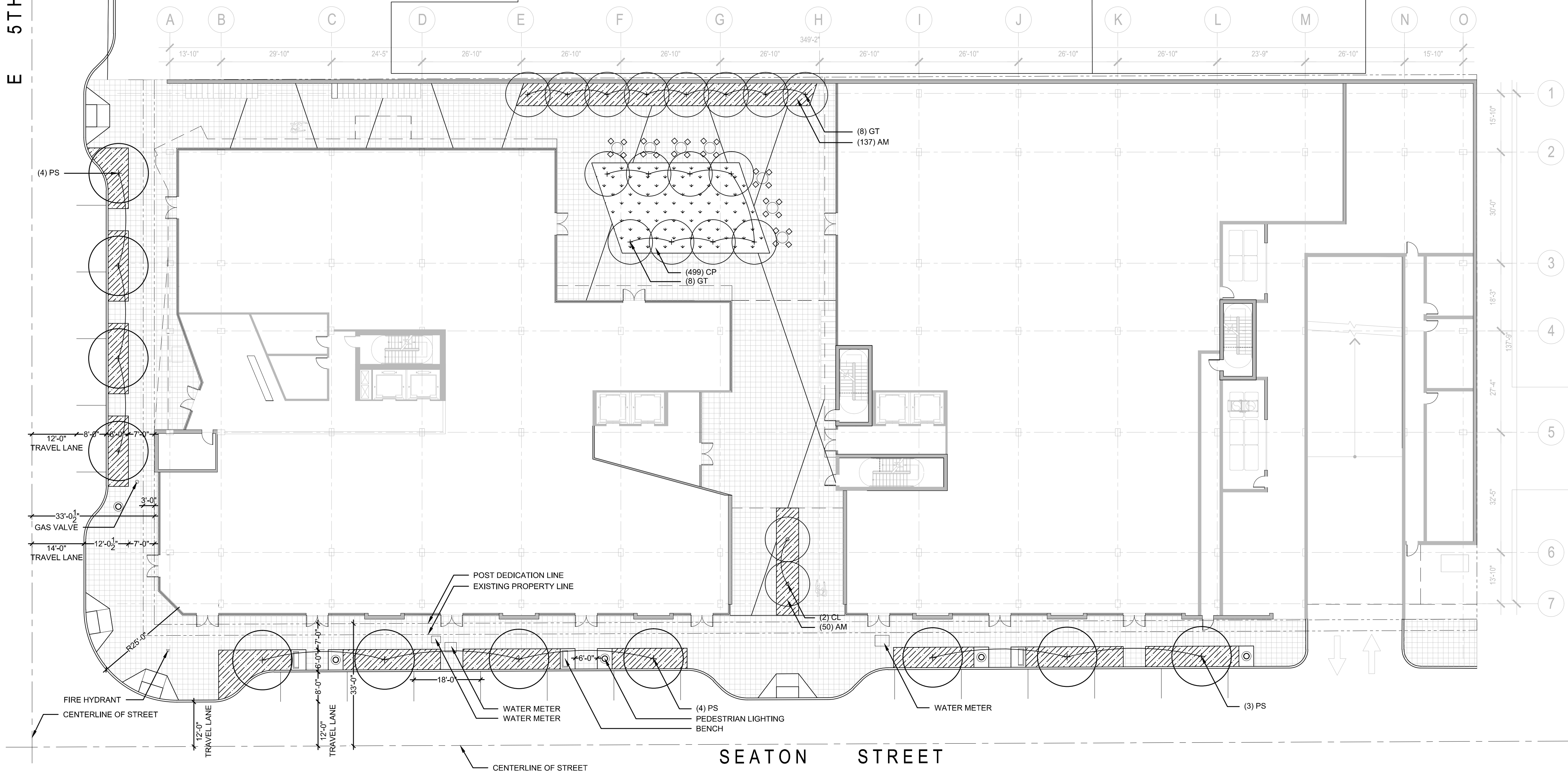
A301



PLANT LIST

ABBR./SYMBOL	QTY.	SPECIES NAME	COMMON NAME
TREES			
CL	14	<i>Chilopsis linearis</i>	Desert Willow
CO	3	<i>Cercis occidentalis</i>	Western Redbud
GT	16	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Sunburst'	Sunburst Locust
OE	5	<i>Olea europaea</i>	Olive
PD	6	<i>Parkinsonia</i> 'Desert Museum' ( <i>Cercidium</i> )	Desert Museum Palo Verde
PS	11	<i>Platanus</i> × <i>hispanica</i>	London Plane Tree
SHRUBS			
BR	29	<i>Berberis repens</i>	Creeping Barberry
GROUND COVER/PERENNIALS/SUCCULENTS			
AM	405	<i>Achillea millefolium</i> (CA native cultivars)	Common Yarrow
CP	980	<i>Carex pansa</i>	California Meadow Sedge
PE	185	<i>Penstemon eatonii</i>	Firecracker penstemon
SS	407	<i>Senecio serpens</i>	Blue Chalksticks

E 5TH STREET



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

1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

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527 W. 7th Street  
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LANDSCAPE ARCHITECT



IDS GROUP  
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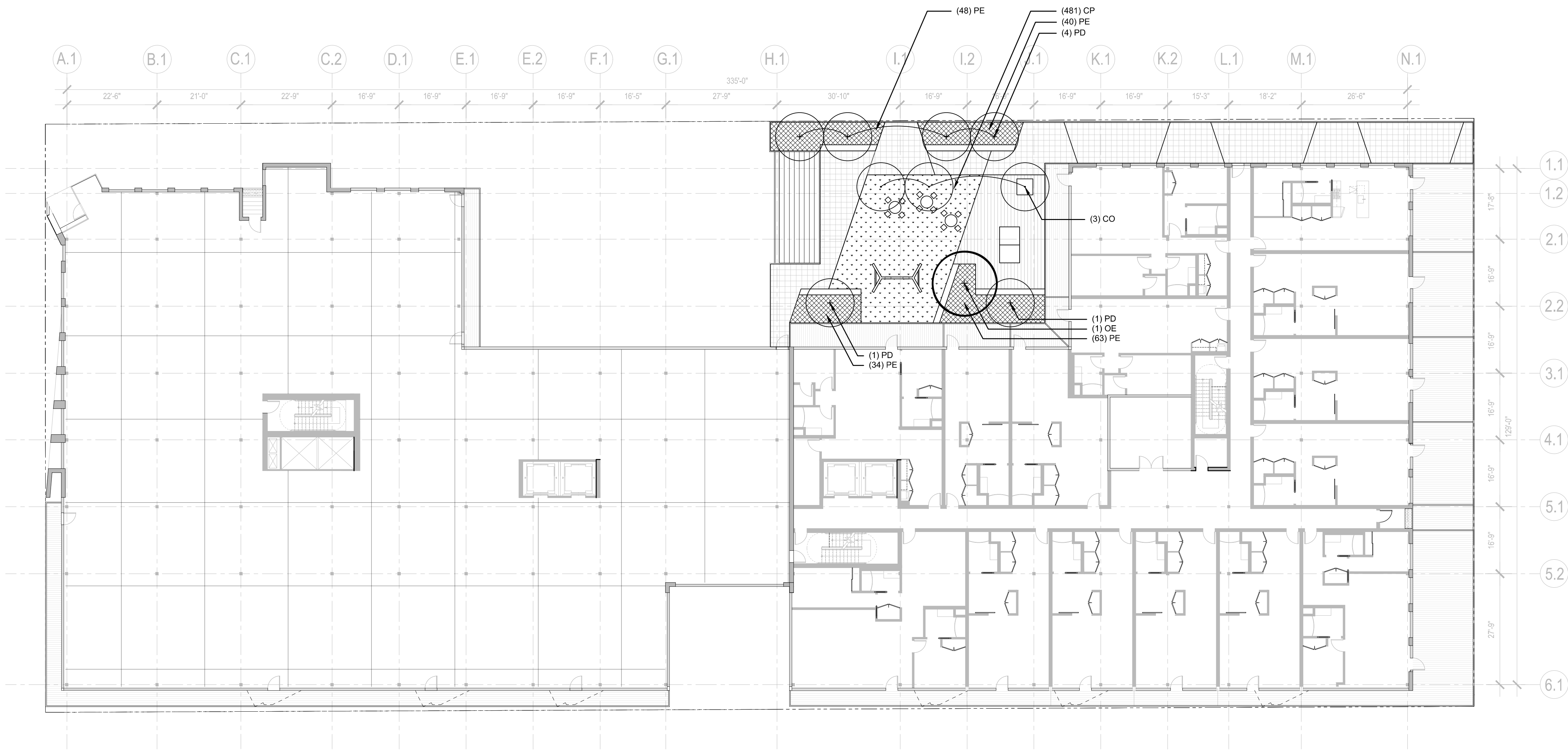
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No.	Date	Description

LEVEL 1  
LANDSCAPE PLAN

L101

PLANT LIST

ABBR./SYMBOL	QTY.	SPECIES NAME	COMMON NAME
TREES			
CL	14	<i>Chilopsis linearis</i>	Desert Willow
CO	3	<i>Cercis occidentalis</i>	Western Redbud
GT	16	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Sunburst'	Sunburst Locust
OE	5	<i>Olea europaea</i>	Olive
PD	6	<i>Parkinsonia</i> 'Desert Museum' ( <i>Cercidium</i> )	Desert Museum Palo Verde
PS	11	<i>Platanus</i> × <i>hispanica</i>	London Plane Tree
SHRUBS			
BR	29	<i>Berberis repens</i>	Creeping Barberry
GROUND COVER/PERENNIALS/SUCCULENTS			
AM	405	<i>Achillea millefolium</i> (CA native cultivars)	Common Yarrow
CP	980	<i>Carex pansa</i>	California Meadow Sedge
PE	185	<i>Penstemon eatonii</i>	Firecracker penstemon
SS	407	<i>Senecio serpens</i>	Blue Chalksticks



1 LEVEL 2 PLAN  
SCALE: 1/16" = 1'-0"

1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
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LANDSCAPE ARCHITECT



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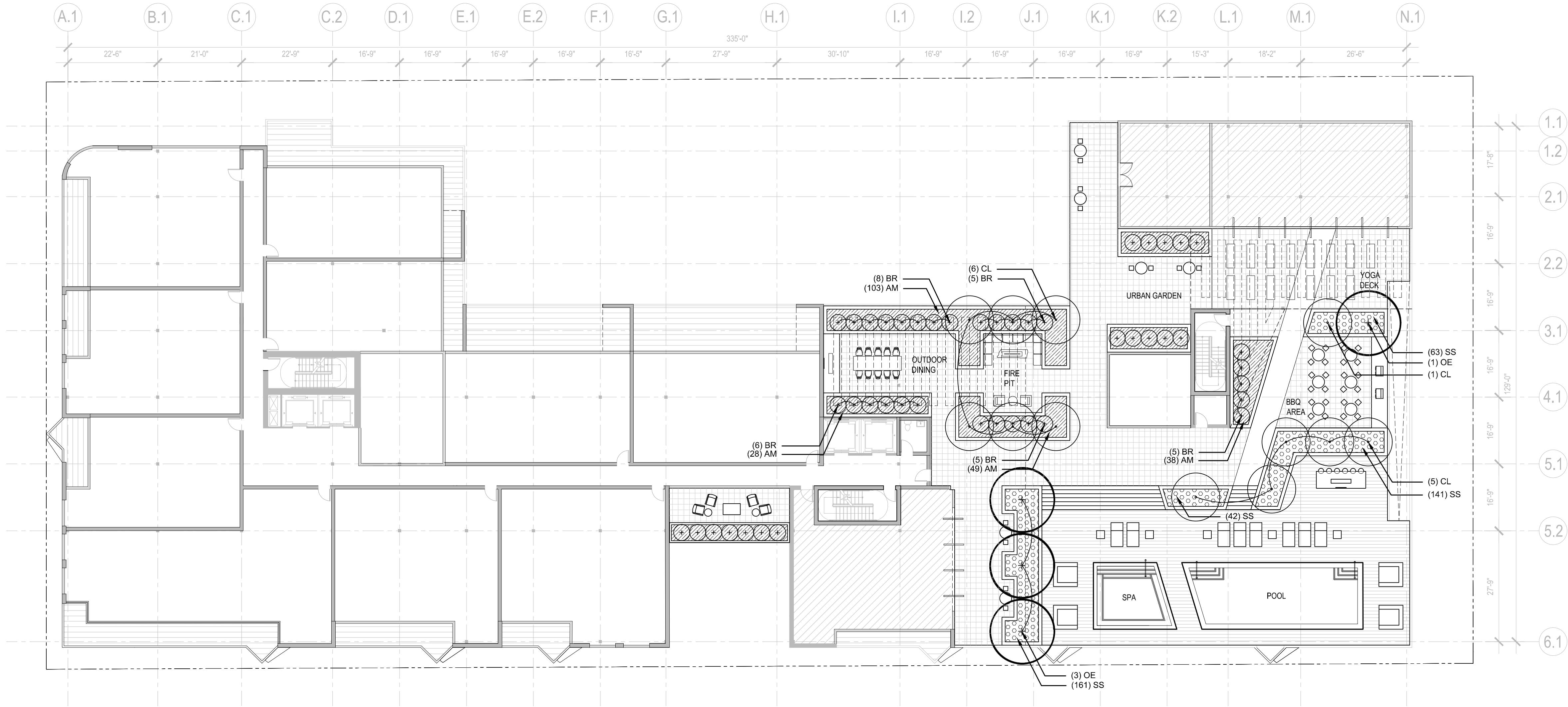
LEVEL 2  
LANDSCAPE PLAN

L102



PLANT LIST

ABBR./SYMBOL	QTY.	SPECIES NAME	COMMON NAME
TREES			
CL	14	<i>Chilopsis linearis</i>	Desert Willow
CO	3	<i>Cercis occidentalis</i>	Western Redbud
GT	16	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Sunburst'	Sunburst Locust
OE	5	<i>Olea europaea</i>	Olive
PD	6	<i>Parkinsonia</i> 'Desert Museum' ( <i>Cercidium</i> )	Desert Museum Palo Verde
PS	11	<i>Platanus</i> × <i>hispanica</i>	London Plane Tree
SHRUBS			
BR	29	<i>Berberis repens</i>	Creeping Barberry
GROUND COVER/PERENNIALS/SUCCULENTS			
AM	405	<i>Achillea millefolium</i> (CA native cultivars)	Common Yarrow
CP	980	<i>Carex pansa</i>	California Meadow Sedge
PE	185	<i>Penstemon eatonii</i>	Firecracker penstemon
SS	407	<i>Senecio serpens</i>	Blue Chalksticks



1 LEVEL 8 PLAN  
SCALE: 1/16" = 1'-0"

1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

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XF-5TH & SEATON, LLC  
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LANDSCAPE ARCHITECT



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MEP

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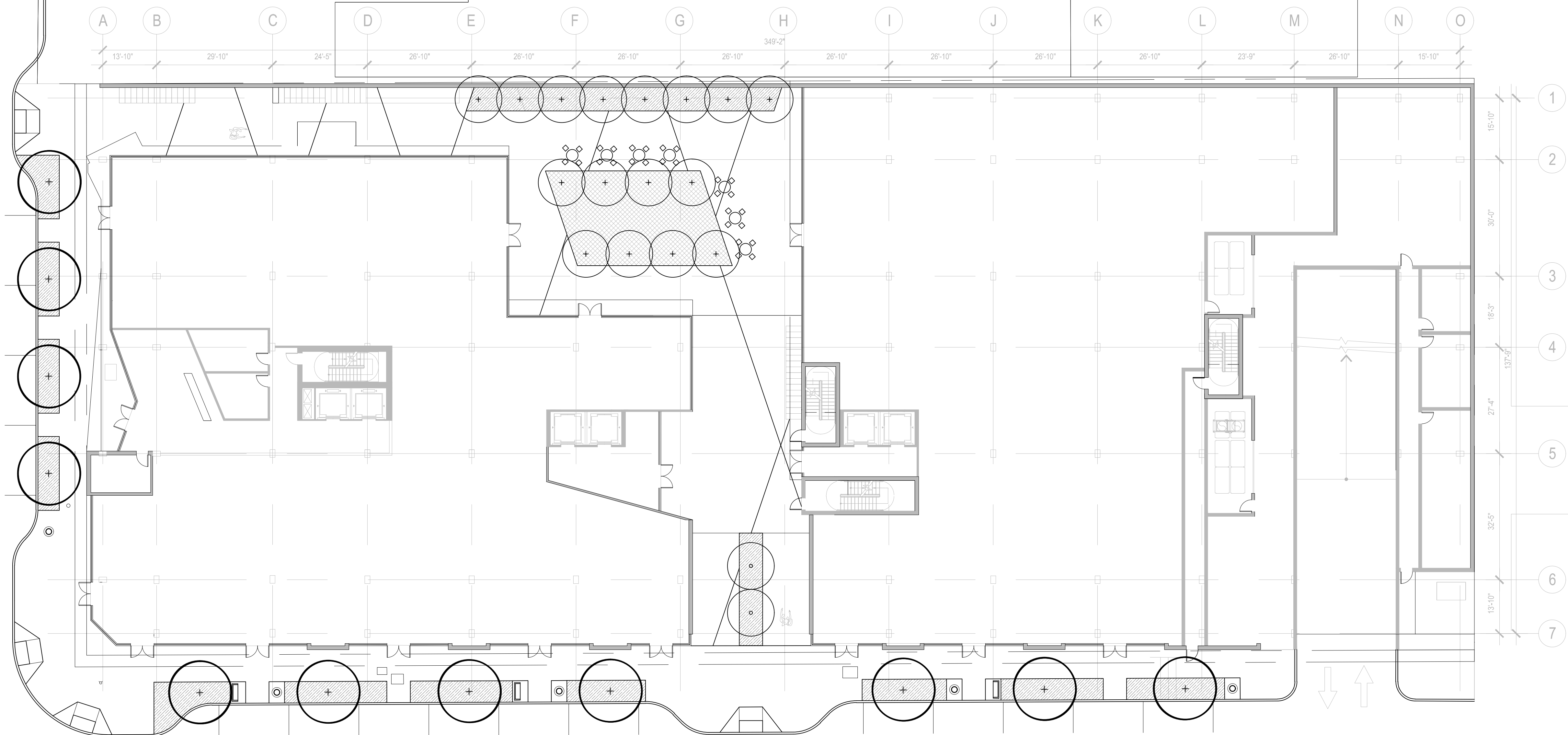
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3	02/02/18	Revised Entitlement Submittal
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LEVEL 8  
LANDSCAPE PLAN


L103


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E 5TH STREET



**LEVEL 1 PLAN**  
SCALE: 1/16" = 1'-0"

 Drip Irrigation

 Spray Irrigation

Note: Irrigation plans to be further developed in later project phases in coordination with other disciplines. Will comply with the City of Los Angeles's Landscape Ordinance.

SEATON STREET

## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

**DESIGNWORKSHOP**  
Landscape Architecture • Land Planning • Urban Design • Urban Planning

**DESIGN WORKSHOP**  
527 W. 7th Street  
Suite 508  
Los Angeles, CA 90014

LANDSCAPE ARCHITECT



**IDS GROUP**  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

### NOT FOR CONSTRUCTION

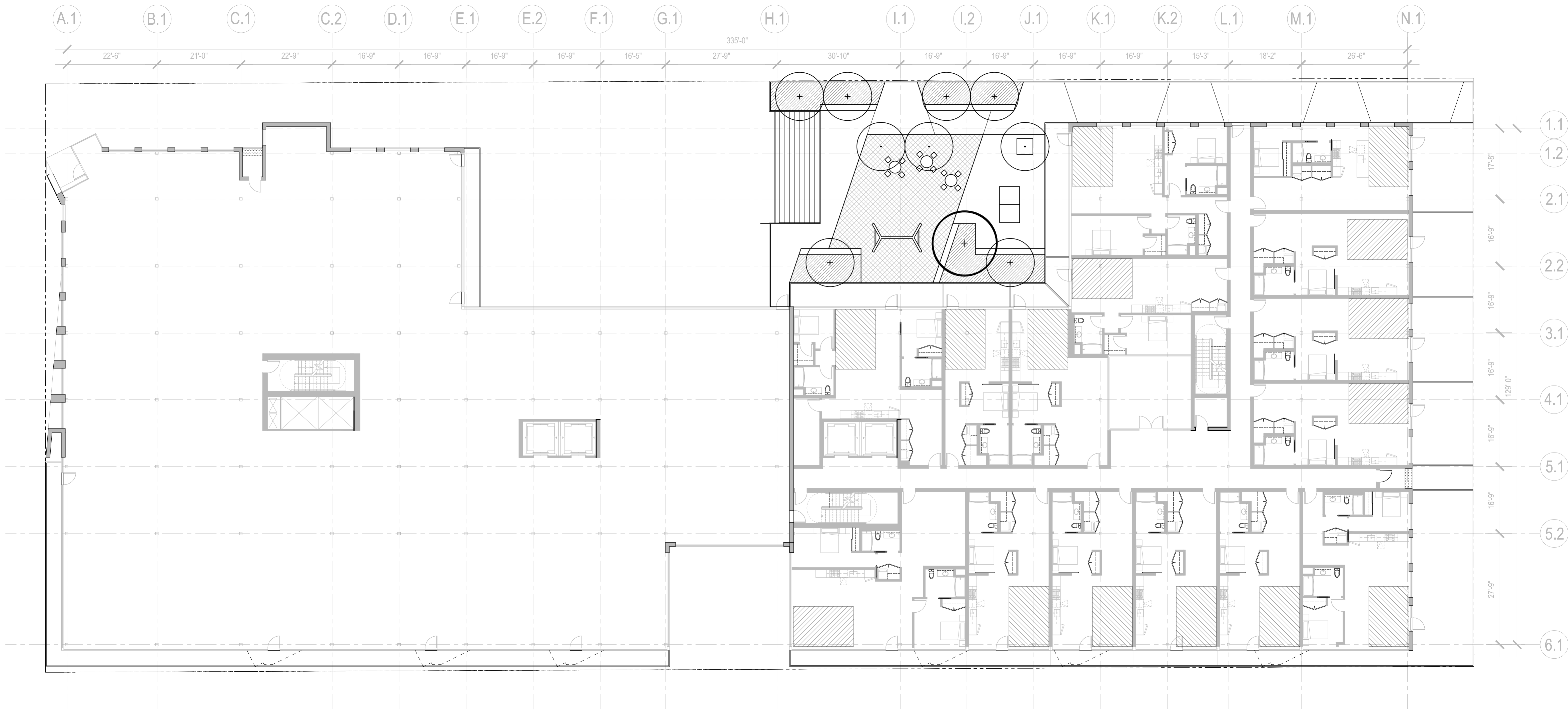
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### LEVEL 1 IRRIGATION PLAN

# L201



PRINTED: Tuesday, January 12, 2021 10:52:51 AM BY: LOS ANGELES OFFICE FILE: DW-5617-IRRIGATION-LEVEL 2



1 LEVEL 2 PLAN  
SCALE: 1/16" = 1'-0"

- Drip Irrigation
- Spray Irrigation

Note: Irrigation plans to be further developed in later project phases in coordination with other disciplines. Will comply with the City of Los Angeles's Landscape Ordinance.

# 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

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XF-5TH & SEATON, LLC  
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ARCHITECT

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LANDSCAPE ARCHITECT



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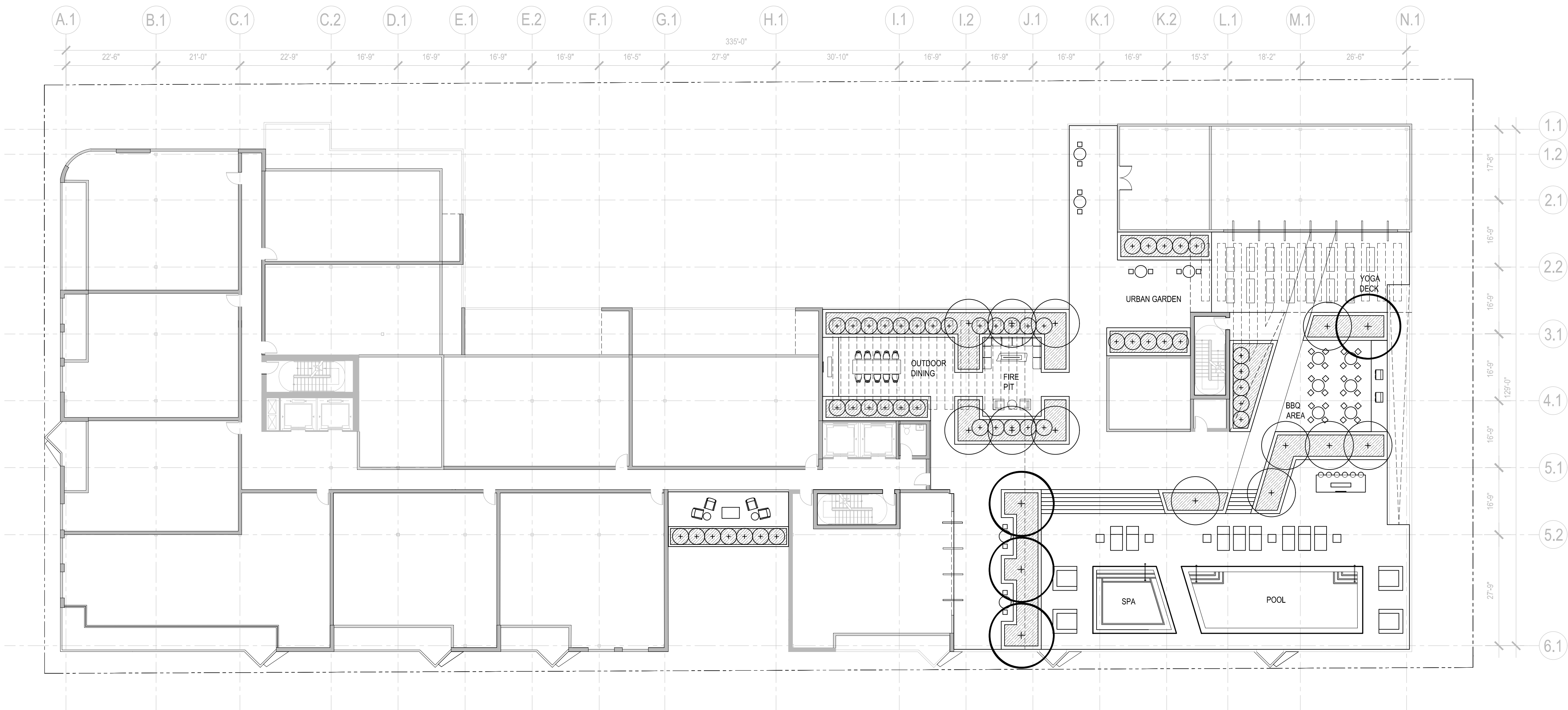
## NOT FOR CONSTRUCTION

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## LEVEL 2 IRRIGATION PLAN

# L202

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1 LEVEL 8 PLAN  
SCALE: 1/16" = 1'0"

- Drip Irrigation
- Spray Irrigation

Note: Irrigation plans to be further developed in later project phases in coordination with other disciplines. Will comply with the City of Los Angeles's Landscape Ordinance.

# 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

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LANDSCAPE ARCHITECT



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MEP

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## LEVEL 8 IRRIGATION PLAN

# L203



OPEN SPACE COMPLIANCE

Open Space Compliance	
LEVEL 1	
Common Open Space (sf):	4,941.0
25% Common Open Space (sf):	1,235.3
Vegetated Area Provided (sf):	1,622.0
Vegetated Area Provided %:	32.8
Number of Trees:	29
LEVEL 2	
Common Open Space (sf):	3,407.0
25% Common Open Space (sf):	851.8
Vegetated Area Provided (sf):	1,632.0
Vegetated Area Provided %:	47.9
Number of Trees:	10
LEVEL 8	
Common Open Space (sf):	10,371.0
25% Common Open Space (sf):	2,592.8
Vegetated Area Provided (sf):	1,527.0
Vegetated Area Provided %:	14.7
Number of Trees:	16
TOTAL TREES REQUIRED (220 UNITS/4=55) FOR COMMON OPEN SPACE	55
TOTAL TREES PROVIDED FOR COMMON OPEN SPACE	55
TOTAL COMMON OPEN SPACE	18,719.0
TOTAL SF VEGETATED COMMON OPEN SPACE	4,781.0
TOTAL % VEGETATED COMMON OPEN SPACE	25.5

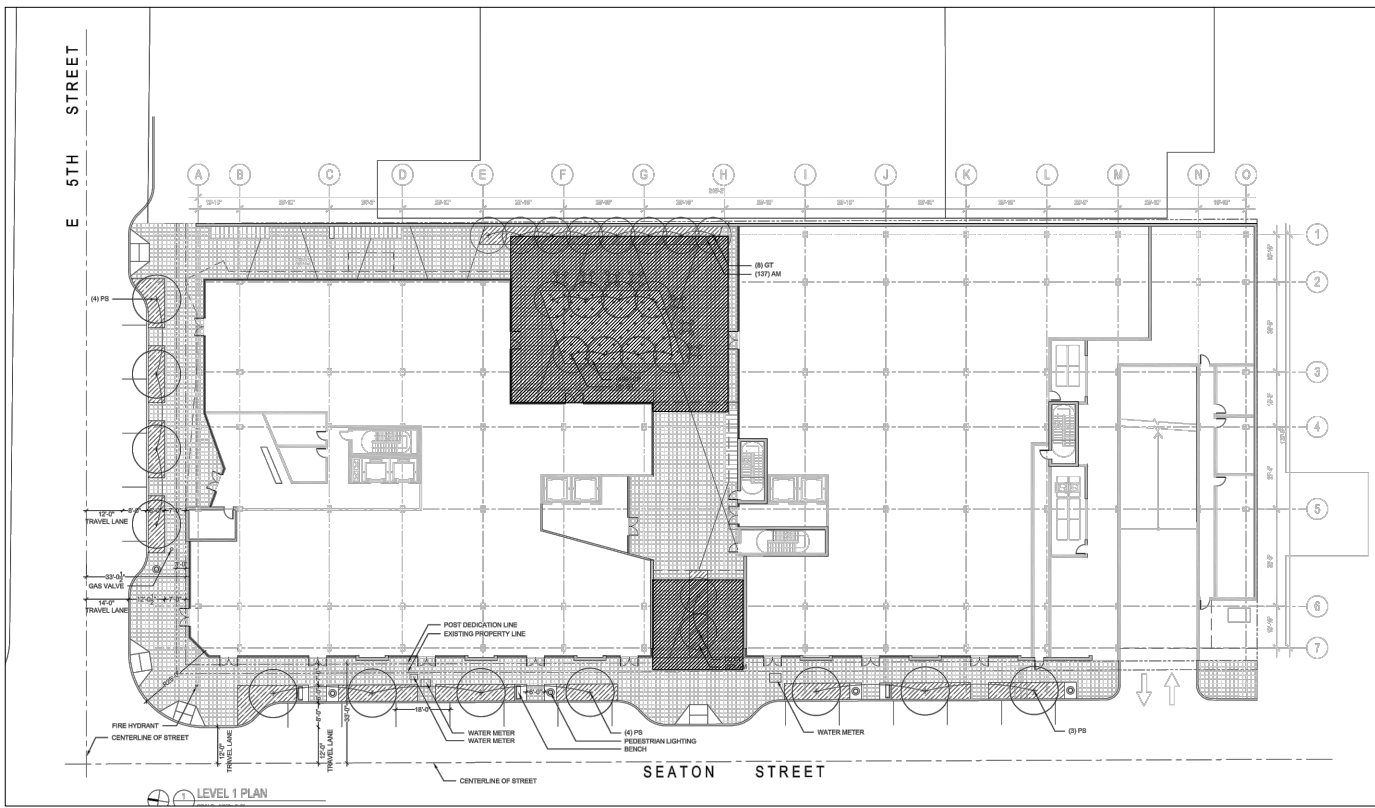
LANDSCAPE ORDINANCE COMPLIANCE

LANDSCAPE POINT SYSTEM		
	Qty.	Points
Square footage of site	52,531	
Minimum points required		30
Points Provided	Qty.	Points
Understory trees (1 point per tree) - Street trees	0	0
Large tree (2 points per tree) - Street trees	11	22
24" box street trees planted larger than 15 gallon size (1 point per tree)	11	11
Total Landscape Points Provided		33
WATER MANAGEMENT POINT SYSTEM		
	Qty.	Points
Square footage of site	52,531	
Minimum points required		400
Points Provided	Qty.	Points
Automatic controller		5
Plants on site those will, once established for 3 years, remain in good health with no more than monthly watering in summer (excluding street trees). Includes all plants with a "Moderate","Low" or "Very Low" WUCOLS rating.	2061	4122
Total Water Management Points Provided		4127
LANDSCAPE AREA - Level 1		
	Provided	Area
Potential Landscape Area		10,452.0
Landscape area provided - groundcover		1,545.0
Total landscape area provided		1,545
OPEN SPACE - All Levels		
Required		Area
Open space required		22,725
Provided		Area
Private space		900
Outdoor Communal Space		18,719
Indoor Communal Space (max. 35%)		3,106
Total open space provided		22,725
SF of vegetated common open space required		4,680
% of vegetated common open space required		25%
SF of vegetated common open space provided		4,781.0
% of vegetated common open space provided		25.5%

PLANT LIST

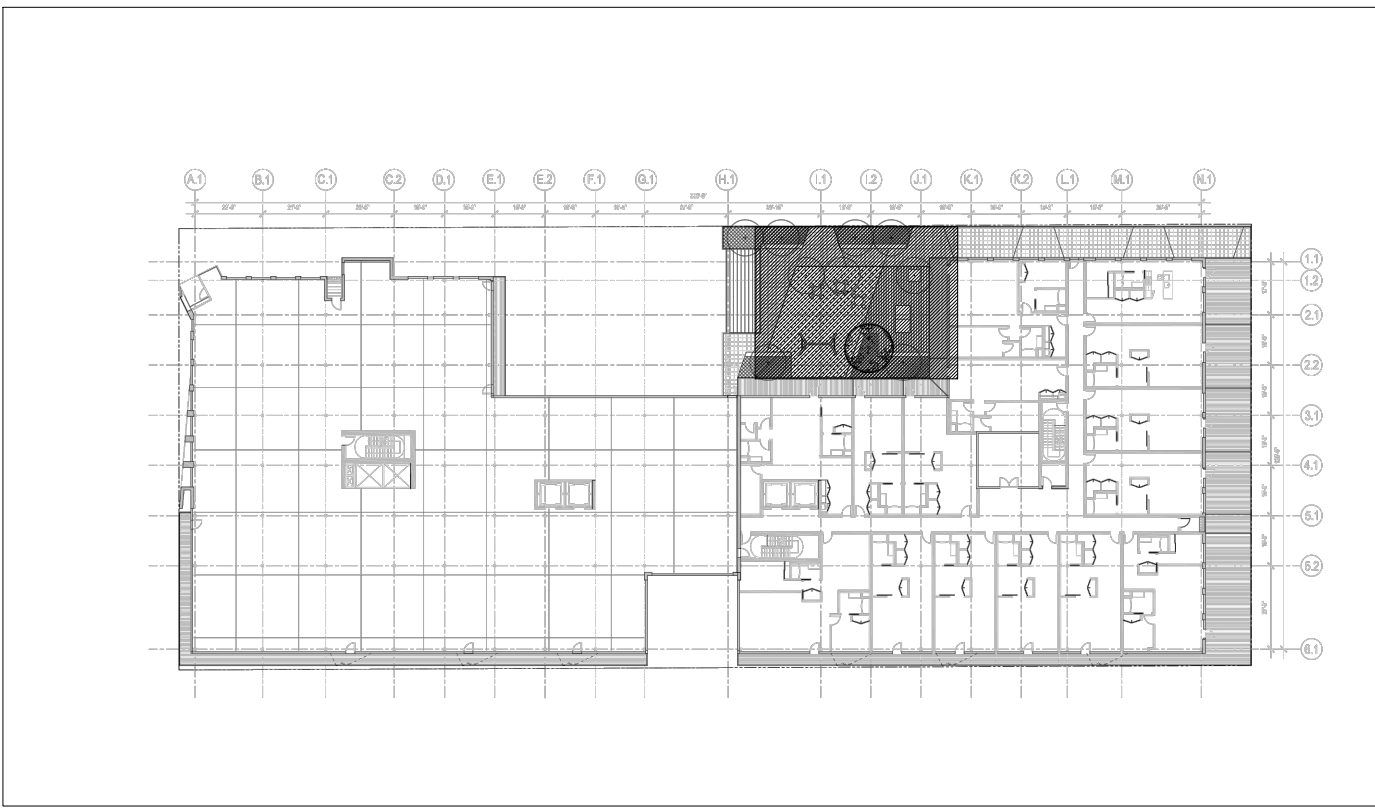
ABBR./SYMBOL	QTY.	SPECIES NAME	COMMON NAME	SIZE	MATURE HEIGHT	SPACING	NATIVE	LA's Street Species List	WUCOLS
TREES									
CL	14	Chilopsis linearis	Desert Willow	3" Cal. 12' Height	15-25 ft	As Shown	X		VL
CO	3	Cercis occidentalis	Western Redbud	3" Cal. 12' Height	15-25 ft	As Shown	X		L
GT	16	Gleditsia triacanthos var. inermis 'Sunburst'	Sunburst Locust	3" Cal. 12' Height	25-30 ft	As Shown			M
OE	5	Olea europaea	Olive	3" Cal. 12' Height	30-40 ft	As Shown			L
PD	6	Parkinsonia 'Desert Museum' (Cercidium)	Desert Museum Palo Verde	3" Cal. 12' Height	20-30 ft	As Shown	X		VL
PS	11	Platanus x hispanica	London Plane Tree	3" Cal. 12' Height	40-80 ft	As Shown		X	M
SHRUBS									
BR	29	Berberis repens	Creeping Barberry	5 Gal.	1.5-2 ft	As Shown	X		M
GROUND COVER									
AM	405	Achillea millefolium (CA native cultivars)	Common Yarrow	5 Gal.	1-3 ft	24" O.C., TYP.	X		L
CP	980	Carex pansa	California Meadow Sedge	1 Gal.	3-4 inch mowed height	18" O.C., TYP.	X		M
PE	185	Penstemon eatonii	Firecracker penstemon	5 Gal.	2-3 ft	24" O.C., TYP.			L
SS	407	Senecio serpens	Blue Chalksticks	4" Flats	10 inch to 1 ft	24" O.C., TYP.			L

LEVEL 1



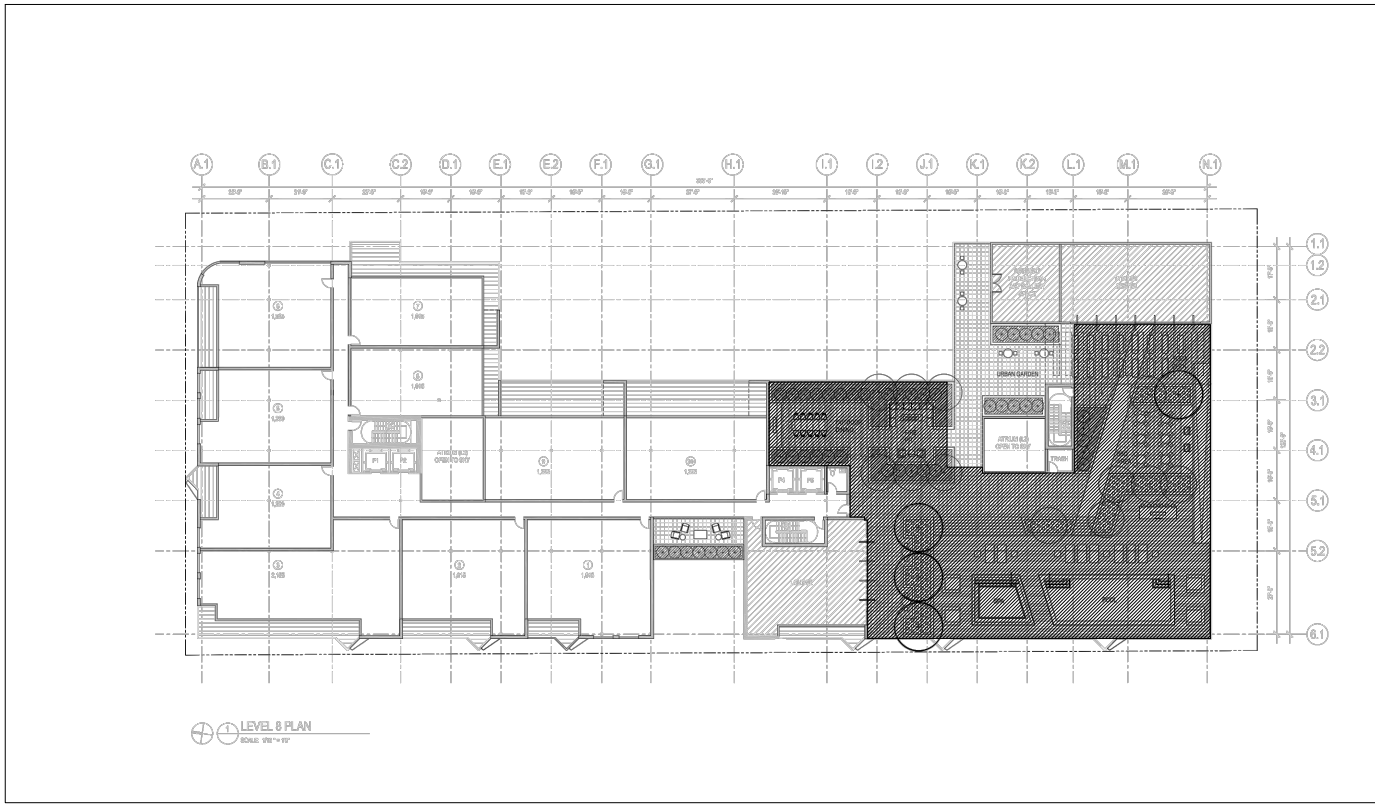
SCALE: 1/64"=1' 0"  
COMMON OPEN SPACE PROVIDED: 4941 SF

LEVEL 2



SCALE: 1/64"=1' 0"  
COMMON OPEN SPACE PROVIDED: 3407 SF

LEVEL 8



SCALE: 1/64"=1' 0"  
COMMON OPEN SPACE PROVIDED: 10371 SF



1100 E 5TH STREET

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350 SOUTH GRAND AVENUE  
25TH FLOOR  
LOS ANGELES, CA 90071

OWNER

hansonla  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGNWORKSHOP  
Landscape Architecture • Land Planning • Urban Design • Capital Planning

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527 W. 7th Street  
Suite 508  
Los Angeles, CA 90014

LANDSCAPE ARCHITECT



IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

NOT FOR CONSTRUCTION

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LANDSCAPE ORDINANCE

L300



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E 5TH STREET

SEATON STREET

## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
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**hansonla**  
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ARCHITECT

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319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

**DESIGNWORKSHOP**  
Landscape Architecture • Land Planning • Urban Design • Support Planning

DESIGN WORKSHOP  
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Suite 508  
Los Angeles, CA 90014

LANDSCAPE ARCHITECT



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1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

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LEVEL 1  
ILLUSTRATIVE PLAN

# L301



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E 5TH STREET

SEATON STREET

1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
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LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

**DESIGNWORKSHOP**  
Landscape Architecture • Land Planning • Urban Design • Urban Planning

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527 W. 7th Street  
Suite 508  
Los Angeles, CA 90014

LANDSCAPE ARCHITECT



IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

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No.	Date	Description

LEVEL 2  
ILLUSTRATIVE PLAN

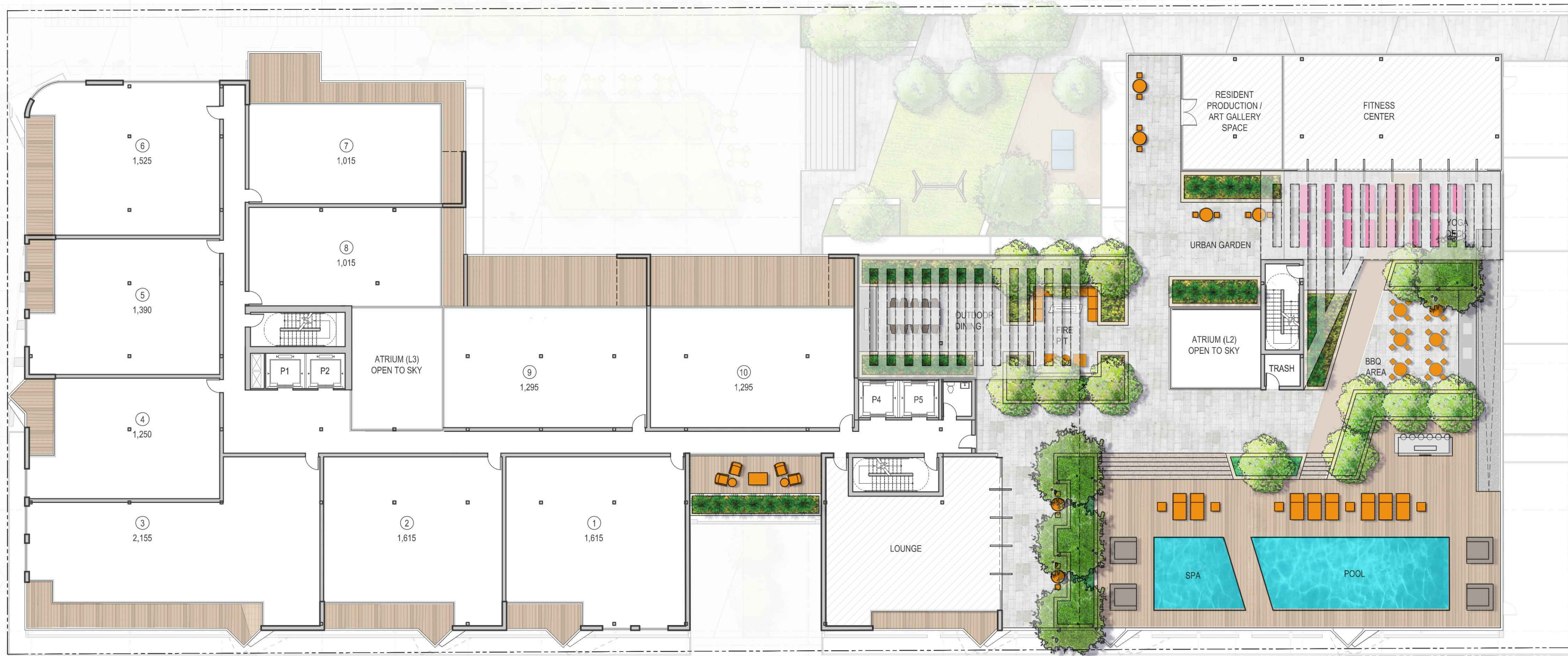
L302



PRINTED: Tuesday, January 12, 2021 11:51:06 AM BY: LOS ANGELES OFFICE FILE: DW-5617-ILLUSTRATIVE-LEVEL 8

E 5TH STREET

SEATON STREET



0 10 20 30

## 1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
C/O MAYER BROWN  
350 SOUTH GRAND AVENUE  
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LOS ANGELES, CA 90071

OWNER

**hansonla**  
ARCHITECTURE

724 SOUTH SPRING STREET  
SUITE 1002  
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES  
319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

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Landscape Architecture • Land Planning • Urban Design • Urban Planning

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527 W. 7th Street  
Suite 508  
Los Angeles, CA 90014

LANDSCAPE ARCHITECT



IDS GROUP  
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SUITE 130  
IRVINE, CA 92606

MEP

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LEVEL 8  
ILLUSTRATIVE PLAN

# L303



# EXHIBIT B

## Renderings

CPC-2016-3726-GPA-VZC-HD-DB-MCUP-SPR



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1100 E 5TH STREET  
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OWNER

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ARCHITECT

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319 MAIN STREET  
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
724 SOUTH SPRING STREET  
SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
1 PETERS CANYON ROAD  
SUITE 130  
IRVINE, CA 92606

MEP

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RENDERING  
( 5TH STREET )

A202





1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
XF-5TH & SEATON, LLC  
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EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP  
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SUITE 701  
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP  
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No.	Date	Description

RENDERING  
( SEATON STREET )

A203



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Exhibit B  
Renderings  
CPC-2016-3726

1100 E 5TH STREET

1100 E 5TH STREET  
LOS ANGELES, CA 90013

WW-5TH & SEATON, LLC AND  
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RENDERING  
( COURTYARD )

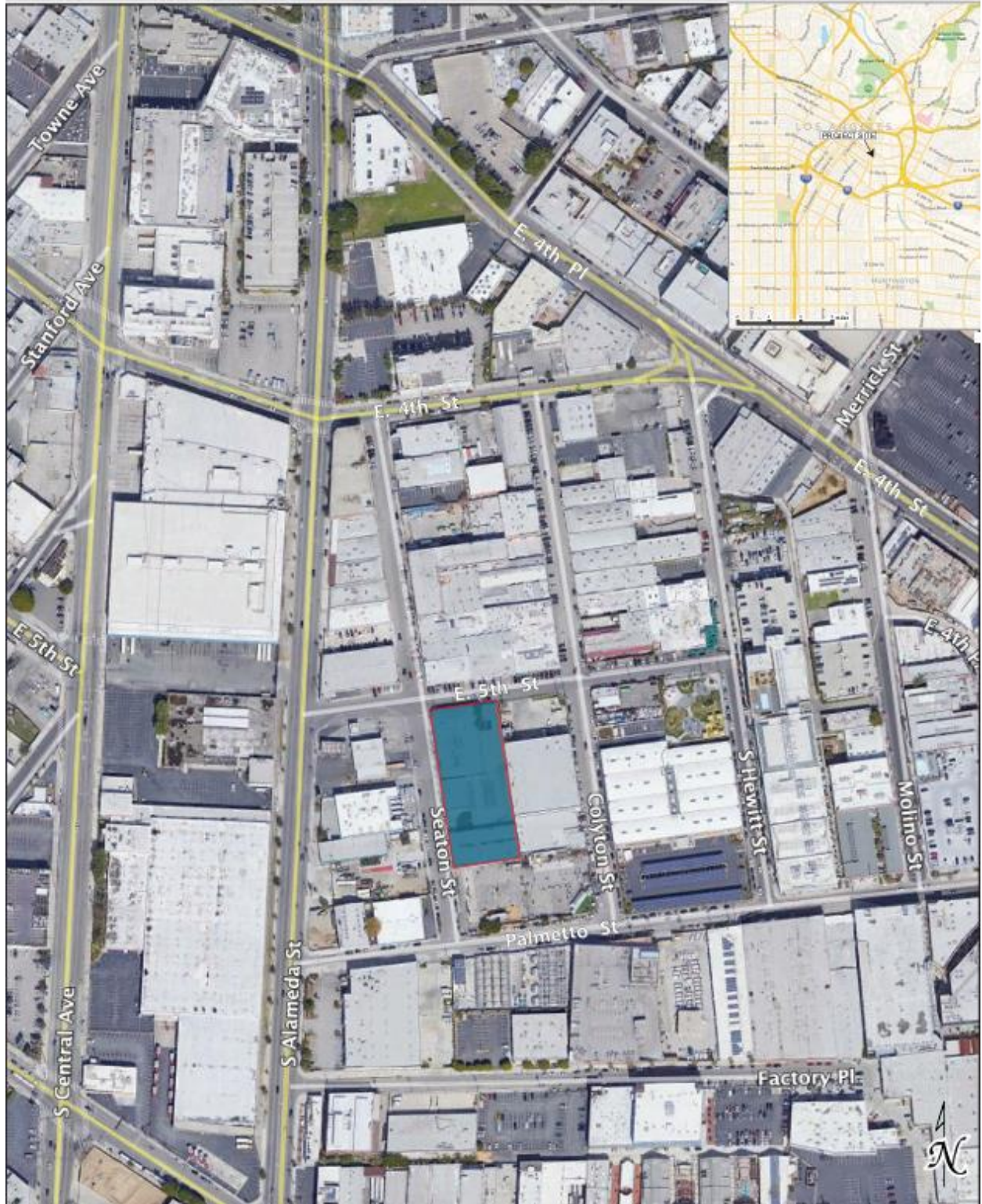
A204



# EXHIBIT C-1

## VICINITY MAP

CPC-2016-3726-GPA-VZC-HD-DB-MCUP-SPR

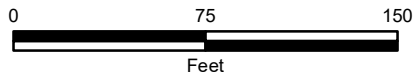
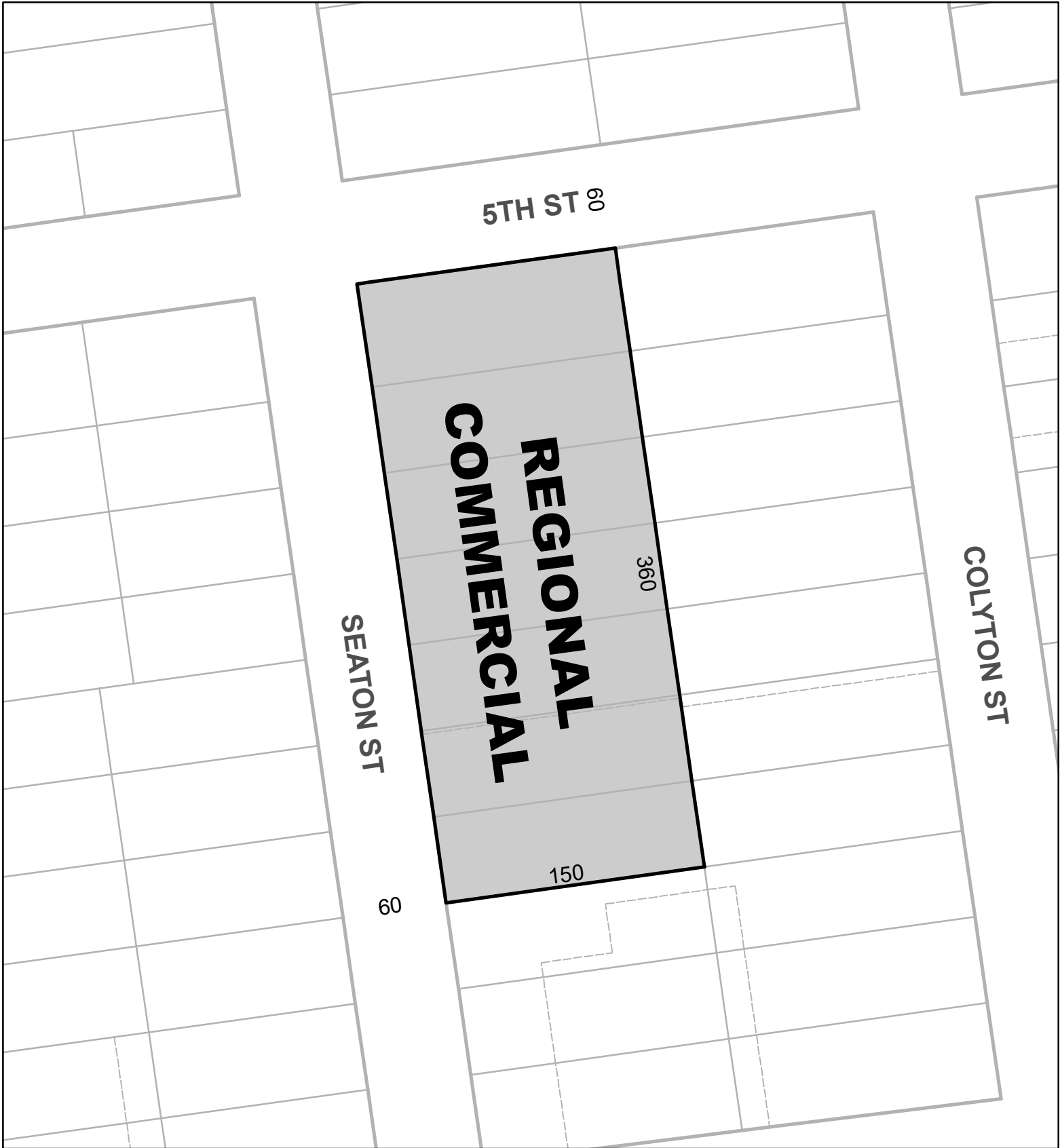




# EXHIBIT C-2

## PROPOSED LAND USE MAP

CPC-2016-3726-GPA-VZC-HD-DB-MCUP-SPR



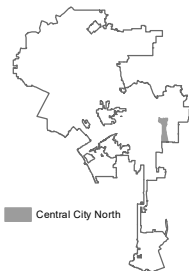
CPC-2016-3726-GPA-VZC-HD-MCUP-DB-SPR

AA/Cf

Central City North

092324

City of Los Angeles

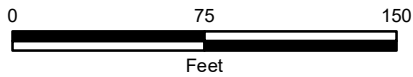


# EXHIBIT C-3

## PROPOSED ZONING MAP

CPC-2016-3726-GPA-VZC-HD-DB-MCUP-SPR



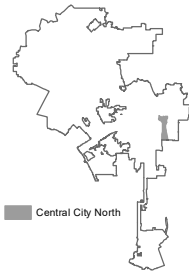


CPC-2016-3726-GPA-VZC-HD-MCUP-DB-SPR

AA/Cf

092324

City of Los Angeles



**EXHIBIT D**

**MITIGATION MONITORING PROGRAM**

CPC-2016-3726-GPA-VZC-HD-DB-MCUP-SPR



# IV. Mitigation Monitoring Program

---

## 1. Introduction

This Mitigation Monitoring Program (“MMP”) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An EIR has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts takes into consideration project design features and identifies mitigation measures to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the project design features and mitigation measures identified for the Project.

## 2. Purpose

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the EIR;
2. Provide a framework to document implementation of the identified project design features and mitigation measures;
3. Provide a record of mitigation requirements;
4. Identify monitoring and Enforcement Agencies;
5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize the existing agency review processes wherever feasible.

### 3. Organization

As shown on the following pages, each required project design feature and mitigation measure for the Project is listed and categorized by impact area, with an accompanying identification of the following:

- **Monitoring Phase:** The phase of the Project during which the project design feature or mitigation measure shall be monitored;
- **Enforcement Agency:** The department or agency with the power to enforce the project design feature or mitigation measure;
- **Monitoring Agency:** The department or agency to which reports involving feasibility, compliance, implementation and development are made;
- **Monitoring Frequency:** The frequency at which the project design feature or mitigation measure shall be monitored; and
- **Action Indicating Compliance:** The action of which the Enforcement or Monitoring Agency indicates that compliance with the required project design feature or mitigation measure has been implemented.

### 4. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide verification, as identified below, to the appropriate monitoring and Enforcement Agencies that each project design feature and mitigation measure has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation measure listed below. Such records shall be made available to the City upon request.

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

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with mitigation measures and project design features within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.



## 5. Program Modification

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

## 6. Mitigation Monitoring Program

The following project design features and mitigation measures are applicable to both the Project and the Increased Commercial Flexibility Option (Flexibility Option).

### a) Air Quality

#### (1) Project Design Features

**PDF TR-1** Prior to the issuance of a building permit for the Project, a detailed Construction Staging and Traffic Management Plan (CSTMP) will be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plan will show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The CSTMP will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CSTMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project will be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. LADOT also recommends that all construction related

truck traffic be restricted to off-peak hours. The CSTMP will include, but not be limited to, the following elements as appropriate:

- Emergency access will be maintained to the Project Site during construction through marked emergency access points approved by the LAFD.
- Construction worker parking on nearby residential streets will be prohibited.
- Worker parking will be provided on-site or in designated off-site public parking areas.
- Temporary traffic control during all construction activities adjacent to public rights-of-way will be provided to improve traffic flow on public roadways (e.g., flag men).
- Construction-related deliveries, haul trips, etc., will be scheduled so as to occur outside the commuter peak hours to the extent feasible, to reduce the effect on traffic flow on surrounding streets.
- Construction-related vehicles will be prohibited from parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists will be obtained through such measures as alternate routing and protection barriers as appropriate, especially as it pertains to maintaining safe routes to schools, particularly Metropolitan High School.
- Covered walkways will be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant will keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk will be reopened as soon as reasonably feasible taking construction and construction staging into account.
- In the event of a lane or sidewalk closure, traffic and/or pedestrians will be routed around any such lane or sidewalk closures.
- The locations of the off-site truck staging will be identified to include, staging in a legal area, and which will detail measures to ensure that trucks use the specified haul route, and do not travel through nearby residential neighborhoods.
- There will be coordination with nearby projects, that have potential overlapping construction timeframes, to schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.



<b>Monitoring Phase:</b>	Pre-Construction; Construction
<b>Enforcement Agency:</b>	City of Los Angeles Department of Transportation (LADOT); Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

## (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## b) Cultural Resources

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

**MM CUL-1** Prior to the issuance of a demolition permit, the Applicant or its Successor shall retain a Qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (Qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction activities on the Project Site such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The activities to be monitored shall also include off-site improvements in the vicinity of the Project Site, such as utility, sidewalk, or road improvements. The monitor shall have the authority to direct the pace of construction equipment in areas of high sensitivity. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the Qualified Archaeologist. Prior to commencement of any ground disturbance activities, the archaeological monitor shall provide Worker Environmental Awareness Program (WEAP) training to construction workers involved in ground disturbance activities that provides information on regulatory requirements for the protection of cultural resources. As part of the WEAP training, construction workers shall be informed about proper procedures to follow should a worker discover a cultural resource during ground disturbance activities. In addition, construction workers shall be shown examples of the types of resources that would require notification of the archaeological monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing that the training was completed for all construction workers involved in ground disturbance activities.

In the location of Trench 1 and Feature 1, during the demolition and grading, the Qualified Archaeologist shall direct construction crews to fully expose the feature and make recommendation for documentation and evaluation of the Feature under CEQA. Once the Feature and any associated features or materials are documented and evaluated, this information shall be included in the final report and DPR 523 forms. Additional recommendations regarding the handling and treatment of these resources shall be at the discretion of the Qualified Archeologist.

<b>Monitoring Phase:</b>	Pre-Construction, Construction
<b>Enforcement Agency:</b>	Department of City Planning; Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	To be determined by consultation with archaeologist if resource(s) are discovered
<b>Action Indicating Compliance:</b>	Field inspection sign-off

**MM CUL-2** Prior to the commencement of demolition and excavation, an Archeological Resources Monitoring and Mitigation Plan (ARMMP) shall be prepared. The ARMMP shall include, but not be limited to, a construction worker training program (described in MM CUL-1), monitoring protocol for demolition and excavation activities, discovery and processing protocol for inadvertent discoveries of archeological resources, and identification of a curation facility should artifacts be collected. The ARMMP shall identify areas that require monitoring, provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving archaeological remains are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, and spatial distribution of archaeological resources identified.

The ARMMP shall minimally include a historical context statement, research design, and methodology by which any newly identified archaeological sites shall be evaluated for California Register eligibility and as unique archaeological resources. The ARMMP shall specify the specific types of archaeological sites likely to be encountered and the means by which significance shall be assessed. If any archaeological resources are identified and are found not to be significant or do not retain integrity, then they shall be recorded to a level sufficient to document the contents and condition. The ARMMP shall include a proactive identification and documentation protocol that would facilitate preservation or mitigation of impacts to *Zanja* No. 2 and any other archaeological sites identified in a cost-effective manner. The ARMMP shall include potential treatment plans to be implemented in the event a newly discovered archaeological resource is determined by the



Qualified Archaeologist to constitute an “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to PRC 21083.2(g). The ARMMP shall require that if the treatment plans outlined therein are found to be infeasible or other alternatives are proposed, the Qualified Archaeologist shall coordinate with the Applicant and the Department of City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s).

In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A 25-foot buffer shall be established by the Qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the Qualified Archaeologist. If a resource is determined by the Qualified Archaeologist to constitute a “historical resource” pursuant to *State CEQA Guidelines* Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the Applicant and the Department of City Planning to develop a formal treatment plan that would serve to reduce impacts to the resources. If any prehistoric archaeological sites are encountered within the project area, consultation with interested Native American parties will be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources.

The treatment plans stated in the ARMMP or prepared after the discovery of a historical resource shall be in accordance with *State CEQA Guidelines* Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If, in coordination with the Department of City Planning, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the Qualified Archaeologist in coordination with the Department of City Planning and may include but not be limited to any of the following depending on the type of resource and the significance evaluation:

- **Prehistoric archaeological sites.** Data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant where significance is determined under California Register Criterion 4 and integrity is retained.

- **Historical archaeological sites.** If a historic-period site, including but not limited to a refuse scatter or building foundation(s), is present and found to retain integrity, data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant. In addition to data recovery, specific treatments shall be developed and implemented based on potential California Register or eligibility criteria or as a unique archaeological resource as follows:
  - **Treatment Under Criteria 1 and 2, or as a unique archaeological resource:** Treatment shall include interpretation for the public. Interpretive materials may include, but not be limited to, signage at the project site, relocating preserved materials in a publicly accessible display, or visual representations of recovered materials. The interpretive materials shall be prepared, at the expense of the project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archaeology. The details of the interpretive materials, including the form, content, and timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning. The results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or identified non-profit historic groups interested in the subject matter.
  - **Treatment Under Criterion 3:** Architectural documentation of exposed *zanja* segments shall be conducted by producing narrative records, measured drawings, and photographs in conformance with Historic American Engineering Record (HAER) standards prior to any alteration or demolition activity.
  - **Treatment Under Criterion 4:** No additional work; data recovery is sufficient.
- **Zanja No. 2.** If segments of *Zanja* No. 2 are present and found to retain integrity, architectural documentation of exposed *zanja* segments shall be conducted by producing narrative records, measured drawings, and photographs in conformance with HAER standards prior to any alteration or demolition activity. In addition to HAER documentation, specific treatments shall be developed and implemented based on potential California Register or eligibility criteria or as a unique archaeological resource as follows:



- **Treatment Under Criterion 1:** Treatment shall include interpretation of *Zanja* No. 2 for the public. The interpretive materials may include, but not be limited to, interpretive displays of photographs and drawings produced during the HAER documentation, signage at the *Zanja* No. 2 alignment, relocating preserved segments in a publicly accessible display, or other visual representations of *zanja* alignments through appropriate means such as a dedicated internet website other online-based material. At a minimum, the interpretive materials shall include photographs and drawings produced during the HAER documentation, and signage. These interpretive materials shall be employed as part of Project public outreach efforts that may include various forms of public exhibition and historic image reproduction. Additionally, the results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or with identified non-profit historic groups interested in the subject matter. The interpretive materials shall be prepared at the expense of the Project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archaeology. The development of the interpretive materials shall consider any such materials already available to the public so that the development of new materials would add to the existing body of work on the historical Los Angeles water system, and to this end, shall be coordinated, to the extent feasible and to the satisfaction of the Department of City Planning, with the content, format and location of any public interpretive materials that may be developed as part of any potential discoveries of *zanjas* resulting from additional development. The interpretive materials shall include a consideration of the *Zanja* No.2 segment located on the Project Site in relation to the entire *Zanja* No. 2 and the entire *Zanja* system as a whole. The details of the interpretive materials, including the content and format, and the timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning.
- **Treatment Under Criterion 2:** No additional work; archival research about important persons directly associated with the construction and use of *Zanja* No. 2 would be addressed as part of HAER documentation.
- **Treatment Under Criterion 3:** No additional work; HAER documentation is sufficient.
- **Treatment Under Criterion 4:** No additional work; archaeological data recovery and HAER documentation are sufficient.

- **Treatment as a unique archaeological resource:** Same as Criterion 1 treatment.

The ARMMP shall summarize the requirements for tribal coordination in the event of an inadvertent discovery of Native American archaeological resources, including the applicable regulatory compliance measures or conditions of approval for the inadvertent discovery of tribal cultural resources to be carried out in concert. The ARMMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1

<b>Monitoring Phase:</b>	Pre-construction, Construction
<b>Enforcement Agency:</b>	Department of City Planning; Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	To be determined by consultation with archaeologist if resource(s) are discovered
<b>Action Indicating Compliance:</b>	Field inspection sign-off

- MM CUL-3** Prior to the release of the grading bond, the Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register and CEQA. The report and the Site Forms shall be submitted by the Project Applicant or its Successor to the Department of City Planning, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the development and required mitigation measures.

<b>Monitoring Phase:</b>	Pre-construction; Construction
<b>Enforcement Agency:</b>	Department of City Planning
<b>Monitoring Agency:</b>	Department of City Planning
<b>Monitoring Frequency:</b>	Once at Project plan check
<b>Action Indicating Compliance:</b>	Plan check approval and issuance of applicable building permit

- MM CUL-4** In the event that *Zanja* Conduit System-related infrastructure is unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate exclusion area that accounts for the linear nature of the resource shall be established by a Qualified Archaeologist, meeting the Secretary of the Interior Standards in Archaeology. Construction activities shall not be allowed to continue within the exclusion area until directed by the Qualified Archaeologist in consultation with the Department of City Planning, but work shall be allowed to continue outside of the exclusion area. The Qualified Archaeologist shall coordinate with the Applicant or its Successor, the Department

of City Planning, and the City's Office of Historic Resources to develop a formal treatment plan for the resource that would serve to mitigate impacts to the resource(s). The treatment measures listed in California Code of Regulations Section 15126.4(b) shall be considered when determining appropriate treatment for the *Zanja* resource. As noted in California Code of Regulations Section 15126.4(b)(A), preservation in place (i.e., avoidance) is the preferred manner of mitigating impacts to archaeological sites. If in coordination with the Department of City Planning, it is determined that preservation in place is not feasible, other treatment measures for the resource shall be developed by the Qualified Archaeologist in coordination with the Office of Historic Resources and with final approval by the Department of City Planning. As detailed in MM CUL-2, treatment would be designed to address the resource's eligibility under Criterion 1 (significant events) and 4 (scientific data) as well as eligibility as a unique archaeological resource of the likely form of the *Zanja*, to the best of our current knowledge (e.g., is it assumed to be made of wood/concrete/earthen etc., based on known archival research) and may include implementation of data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. At minimum, a commemoration program that includes the development of an interpretive exhibit/display/signage or plaque at the Project Site. In addition, other public educational and/or interpretive treatment measures will be developed as determined appropriate by the Qualified Archaeologist in consultation with the City's Office of Historic Resources. Any associated artifacts collected that are not made part of the interpretation/education collected may be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the material, it shall be offered for donation to a local school or historical society in the area for educational purposes. The Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms (Site Forms) for the *Zanja* resource. The report shall outline the treatment measures implemented, include a description of the resources unearthed, results of any artifact processing, analysis, and research. The report and the Site Forms shall be submitted by the Qualified Archaeologist to the City and the South Central Coastal Information Center.

<b>Monitoring Phase:</b>	Construction
<b>Enforcement Agency:</b>	Department of City Planning; Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	To be determined by consultation with archaeologist if resource(s) are discovered
<b>Action Indicating Compliance:</b>	Field inspection sign-off



## c) Geology and Soils

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

**MM GEO-1** A Qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards shall be retained by the Applicant or its Successor prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall be responsible for monitoring and overseeing paleontological monitors (meeting SVP standards) that will observe Project grading and excavation activities.

The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the Qualified Paleontologist demonstrating that the appropriate construction personnel attended the training.

Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting SVP standards) under the direction of the Qualified Paleontologist. Paleontological resources monitoring shall be conducted for all ground disturbing activities in previously undisturbed sediments that exceed 15 feet in depth in previously undisturbed older Alluvial sediments which have high sensitivity for encountering paleontological resources. However, depending on the conditions encountered, full-time monitoring within these sediments can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. The surficial Alluvium has low paleontological sensitivity and so work in the upper 15 feet of the Project Site does not require monitoring. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring should be revised based on his/her observations. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils or potential fossils. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries.

If construction or other Project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery

location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery, conferred with the City, and made recommendations as to the appropriate treatment. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage, such as the LACM. The Qualified Paleontologist shall prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. If there are significant discoveries, fossil locality information and final disposition will be included with the final report which will be submitted to the appropriate repository and the City.

<b>Monitoring Phase:</b>	Pre-Construction, Construction
<b>Enforcement Agency:</b>	Department of City Planning; Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	To be determined by consultation with paleontologist if resource(s) are discovered
<b>Action Indicating Compliance:</b>	Field inspection sign-off

## d) Greenhouse Gases Emissions

### (1) Project Design Features

**PDF TR-2 Transportation Demand Management Program.** A preliminary TDM program will be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the Project.

<b>Monitoring Phase:</b>	Pre-Construction
<b>Enforcement Agency:</b>	LADOT; Department of City Planning
<b>Monitoring Agency:</b>	Department of City Planning
<b>Monitoring Frequency:</b>	Once at Project plan check
<b>Action Indicating Compliance:</b>	Plan check approval and issuance of building permit; issuance of Certificate of Occupancy

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## e) Hazards and Hazardous Materials

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## **f) Hydrology and Water Quality**

### **(1) Project Design Features**

No project design features are identified in the EIR for this environmental issue.

### **(2) Mitigation Measures**

No mitigation measures are identified in the EIR for this environmental issue.

## **g) Land Use and Planning**

### **(1) Project Design Features**

No project design features are identified in the EIR for this environmental issue.

### **(2) Mitigation Measures**

No mitigation measures are identified in the EIR for this environmental issue.

## **h) Noise**

### **(1) Project Design Features**

No project design features are identified in the EIR for this environmental issue.

### **(2) Mitigation Measures**

**MM NOI-1** During all Project Site demolition and excavation/grading, construction contractors shall install a temporary, continuous and impermeable sound barrier along the perimeter along the north and east boundaries of the Project Site. The barrier shall also be provided along the southern boundary of the Project Site in the event that the potential residential uses at 527 S. Coylton Street and 1147 E. Palmetto Street are constructed and occupied at the time of Project construction. The barrier shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 10 dBA, such as ½ inch plywood.<sup>1</sup> The supporting structure shall be engineered and erected according to applicable codes. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

<sup>1</sup> Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials. Plywood (0.5") has a transmission loss of 20 dBA.



<b>Monitoring Phase:</b>	Construction
<b>Enforcement Agency:</b>	Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

## i) Population and Housing

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## j) Public Services – Fire Protection

### (1) Project Design Features

**PDF TR-1** Prior to the issuance of a building permit for the Project, a detailed Construction Staging and Traffic Management Plan (CSTMP) will be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plan will show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The CSTMP will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CSTMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project will be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours. The CSTMP will include, but not be limited to, the following elements as appropriate:

- Emergency access will be maintained to the Project Site during construction through marked emergency access points approved by the LAFD.
- Construction worker parking on nearby residential streets will be prohibited.

- Worker parking will be provided on-site or in designated off-site public parking areas.
- Temporary traffic control during all construction activities adjacent to public rights-of-way will be provided to improve traffic flow on public roadways (e.g., flag men).
- Construction-related deliveries, haul trips, etc., will be scheduled so as to occur outside the commuter peak hours to the extent feasible, to reduce the effect on traffic flow on surrounding streets.
- Construction-related vehicles will be prohibited from parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists will be obtained through such measures as alternate routing and protection barriers as appropriate, especially as it pertains to maintaining safe routes to schools, particularly Metropolitan High School.
- Covered walkways will be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant will keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk will be reopened as soon as reasonably feasible taking construction and construction staging into account.
- In the event of a lane or sidewalk closure, traffic and/or pedestrians will be routed around any such lane or sidewalk closures.
- The locations of the off-site truck staging will be identified to include, staging in a legal area, and which will detail measures to ensure that trucks use the specified haul route, and do not travel through nearby residential neighborhoods.
- There will be coordination with nearby projects, that have potential overlapping construction timeframes, to schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.

<b>Monitoring Phase:</b>	Pre-Construction; Construction
<b>Enforcement Agency:</b>	City of Los Angeles Department of Transportation (LADOT); Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

## (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## k) Public Services – Police Protection

### (1) Project Design Features

**PDF TR-1** Prior to the issuance of a building permit for the Project, a detailed Construction Staging and Traffic Management Plan (CSTMP) will be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plan will show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The CSTMP will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CSTMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project will be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours. The CSTMP will include, but not be limited to, the following elements as appropriate:

- Emergency access will be maintained to the Project Site during construction through marked emergency access points approved by the LAFD.
- Construction worker parking on nearby residential streets will be prohibited.
- Worker parking will be provided on-site or in designated off-site public parking areas.
- Temporary traffic control during all construction activities adjacent to public rights-of-way will be provided to improve traffic flow on public roadways (e.g., flag men).
- Construction-related deliveries, haul trips, etc., will be scheduled so as to occur outside the commuter peak hours to the extent feasible, to reduce the effect on traffic flow on surrounding streets.
- Construction-related vehicles will be prohibited from parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists will be obtained through such measures as alternate routing and protection barriers



as appropriate, especially as it pertains to maintaining safe routes to schools, particularly Metropolitan High School.

- Covered walkways will be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant will keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk will be reopened as soon as reasonably feasible taking construction and construction staging into account.
- In the event of a lane or sidewalk closure, traffic and/or pedestrians will be routed around any such lane or sidewalk closures.
- The locations of the off-site truck staging will be identified to include, staging in a legal area, and which will detail measures to ensure that trucks use the specified haul route, and do not travel through nearby residential neighborhoods.
- There will be coordination with nearby projects, that have potential overlapping construction timeframes, to schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.

<b>Monitoring Phase:</b>	Pre-Construction; Construction
<b>Enforcement Agency:</b>	City of Los Angeles Department of Transportation (LADOT); Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

**PDF POL-1** Prior to and during construction, the Project will implement appropriate temporary security measures including security fencing (e.g., chain-link fencing), low-level security lighting and locked entry (e.g., padlock gates or guard restricted access) to limit access by the general public. Regular and multiple security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) would also be provided. During construction activities, the Contractor will document the security measures; and the documentation will be made available to the Construction Monitor.

<b>Monitoring Phase:</b>	Pre-construction, Construction
<b>Enforcement Agency:</b>	Los Angeles Police Department; Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

**PDF POL-2** The Project will provide an extensive security program to ensure the safety of residents, employees, and other visitors to the Project Site. The Project will

incorporate strategies in design and planning, as well as active security features. On-site security measures during Project operation will include:

- Provide on-site security personnel whose duties shall include but not be limited to the following:
  - Monitoring entrances and exits;
  - Patrol the perimeter of the property;
  - Control and monitor activities in the public spaces and private outdoor areas;
  - Managing and monitoring fire/life/safety systems; and
  - Controlling and monitoring activities in the parking facilities.
- Install security industry standard security lighting at recommended locations including parking structures, pathways, and facing the adjacent alleyway;
- Install closed-circuit television at select locations including (but not limited to) entry and exit points and parking areas, lobby areas, outdoor open spaces, and parking areas;
- Provide adequate lighting of parking areas, elevators, and lobbies to reduce areas of concealment;
- Provide lighting of building entries and open spaces to provide pedestrian orientation and to clearly identify a secure route between the parking area and access points; and
- Contact information for on-site security staff would be prominently displayed throughout the Project Site.

<b>Monitoring Phase:</b>	Construction
<b>Enforcement Agency:</b>	Los Angeles Police Department; Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

**PDF POL-3** Prior to the issuance of a building permit, the Project Applicant or its successor will consult with LAPD's Crime Prevention Unit regarding the incorporation of any additional crime prevention features appropriate for the design of the Project.

<b>Monitoring Phase:</b>	Pre-construction, Construction
<b>Enforcement Agency:</b>	Los Angeles Police Department; Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

**l) Public Services – Schools**

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

**m) Public Services – Parks and Recreation**

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

**n) Public Services – Libraries**

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

**o) Transportation**

(1) Project Design Features

**PDF TR-1** Prior to the issuance of a building permit for the Project, a detailed Construction Staging and Traffic Management Plan (CSTMP) will be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plan will show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The CSTMP will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CSTMP will be based on the nature and timing of the specific



construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project will be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours. The CSTMP will include, but not be limited to, the following elements as appropriate:

- Emergency access will be maintained to the Project Site during construction through marked emergency access points approved by the LAFD.
- Construction worker parking on nearby residential streets will be prohibited.
- Worker parking will be provided on-site or in designated off-site public parking areas.
- Temporary traffic control during all construction activities adjacent to public rights-of-way will be provided to improve traffic flow on public roadways (e.g., flag men).
- Construction-related deliveries, haul trips, etc., will be scheduled so as to occur outside the commuter peak hours to the extent feasible, to reduce the effect on traffic flow on surrounding streets.
- Construction-related vehicles will be prohibited from parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists will be obtained through such measures as alternate routing and protection barriers as appropriate, especially as it pertains to maintaining safe routes to schools, particularly Metropolitan High School.
- Covered walkways will be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant will keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk will be reopened as soon as reasonably feasible taking construction and construction staging into account.
- In the event of a lane or sidewalk closure, traffic and/or pedestrians will be routed around any such lane or sidewalk closures.
- The locations of the off-site truck staging will be identified to include, staging in a legal area, and which will detail measures to ensure

that trucks use the specified haul route, and do not travel through nearby residential neighborhoods.

- There will be coordination with nearby projects, that have potential overlapping construction timeframes, to schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.

<b>Monitoring Phase:</b>	Pre-Construction; Construction
<b>Enforcement Agency:</b>	City of Los Angeles Department of Transportation (LADOT); Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

**PDF TR-2** **Transportation Demand Management Program.** A preliminary TDM program will be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the Project.

<b>Monitoring Phase:</b>	Pre-Construction
<b>Enforcement Agency:</b>	LADOT; Department of City Planning
<b>Monitoring Agency:</b>	Department of City Planning
<b>Monitoring Frequency:</b>	Once at Project plan check
<b>Action Indicating Compliance:</b>	Plan check approval and issuance of building permit; issuance of Certificate of Occupancy

## (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## p) Tribal Cultural Resources

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

**MM TCR-1** Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation. Any qualified archaeological monitor(s) shall be

approved by the Department of City Planning, Office of Historic Resources (“OHR”).

The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities.

The monitors will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the



City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.

2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state, or local law, rule, or regulation.
5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.
6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.
8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

<b>Monitoring Phase:</b>	Pre-construction, Construction
<b>Enforcement Agency:</b>	Department of City Planning, City Attorney's Office, Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	To be determined by consultation with archaeologist if resource(s) are discovered.
<b>Action Indicating Compliance:</b>	Field inspection sign-off

## q) Utilities and Service Systems – Water Supply

### (1) Project Design Features

**PDF TR-1** Prior to the issuance of a building permit for the Project, a detailed Construction Staging and Traffic Management Plan (CSTMP) will be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plan will show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The CSTMP will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CSTMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project will be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent

related projects and associated hauling activities are managed in collaboration with one another and the Project. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours. The CSTMP will include, but not be limited to, the following elements as appropriate:

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- Temporary traffic control during all construction activities adjacent to public rights-of-way will be provided to improve traffic flow on public roadways (e.g., flag men).
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- Construction-related vehicles will be prohibited from parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists will be obtained through such measures as alternate routing and protection barriers as appropriate, especially as it pertains to maintaining safe routes to schools, particularly Metropolitan High School.
- Covered walkways will be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant will keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk will be reopened as soon as reasonably feasible taking construction and construction staging into account.
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<b>Monitoring Phase:</b>	Pre-Construction; Construction
<b>Enforcement Agency:</b>	City of Los Angeles Department of Transportation (LADOT); Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

**PDF WAT-1** The Project shall include, but not be limited to, the following water conservation features:

- High Efficiency Toilets with a flush volume of 1.1 gallons or less per flush;
- Showerheads with a flow rate of 1.5 gallons or less per minute;
- Residential Lavatory Faucets (manual) with a flow rate of 0.5 gallons or less per minute;
- ENERGY STAR Certified Residential Clothes Washers – front-loading with an integrated water factor of 2.7 or less and a capacity of 5.6 cubic feet;
- ENERGY STAR Certified Residential Dishwashers – standard with 3.2 gallons or less per cycle;
- Domestic Water Heating System located in close proximity of point(s) of use;
- Individual metering and billing for water use for every residential dwelling unit and commercial unit;
- Water-Saving Pool Filter or Reuse pool backwash water for irrigation;
- Pool/Spa recirculating filtration equipment;
- Pool splash troughs around the perimeter that drain back into the pool;
- Install a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired; and
- Proper Hydro-zoning/Zoned Irrigation - (groups, plants with similar water requirements together).

<b>Monitoring Phase:</b>	Pre-construction, Construction
<b>Enforcement Agency:</b>	Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

## (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## r) Utilities and Service Systems - Wastewater

### (1) Project Design Features

**PDF WAT-1** The Project shall include, but not be limited to, the following water conservation features:

- High Efficiency Toilets with a flush volume of 1.1 gallons or less per flush;
- Showerheads with a flow rate of 1.5 gallons or less per minute;
- Residential Lavatory Faucets (manual) with a flow rate of 0.5 gallons or less per minute;
- ENERGY STAR Certified Residential Clothes Washers – front-loading with an integrated water factor of 2.7 or less and a capacity of 5.6 cubic feet;
- ENERGY STAR Certified Residential Dishwashers – standard with 3.2 gallons or less per cycle;
- Domestic Water Heating System located in close proximity of point(s) of use;
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- Water-Saving Pool Filter or Reuse pool backwash water for irrigation;
- Pool/Spa recirculating filtration equipment;
- Pool splash troughs around the perimeter that drain back into the pool;
- Install a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired; and

- Proper Hydro-zoning/Zoned Irrigation - (groups, plants with similar water requirements together).

<b>Monitoring Phase:</b>	Pre-construction, Construction
<b>Enforcement Agency:</b>	Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

## (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## **s) Utilities and Service Systems – Solid Waste**

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## **t) Utilities and Service Systems – Electric, Power, Natural Gas, and Telecommunications Infrastructure**

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## **u) Energy Conservation**

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.



## v) Wildfire

### (1) Project Design Features

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as appropriate, especially as it pertains to maintaining safe routes to schools, particularly Metropolitan High School.

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<b>Monitoring Phase:</b>	Pre-Construction; Construction
<b>Enforcement Agency:</b>	City of Los Angeles Department of Transportation (LADOT); Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

## (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.