

# **DEPARTMENT OF CITY PLANNING**

# RECOMMENDATION REPORT

**City Planning Commission** 

Date: December 12, 2024

Time: After 8:30 a.m.

Place: Los Angeles City Hall

Council Chamber, Room 340 200 North Spring Street Los Angeles, CA 90012

The meeting's telephonic number and access code number will be provided no later than 72 hours before the meeting on

the meeting agenda published at Commissions, Boards, and Hearing – 12/12/2024 City Planning Commission and/or by contacting cpc@lacity.org.

Public Hearing: March 22, 2023

Additional Limited Public

Hearing: December 12, 2024

**Appeal Status:** General Plan Amendment is not

appealable. Vesting Zone

Change, Height District Change, and Supplemental Signage Use District 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:** December 31, 2024

Multiple Approval: Yes

Case No.: CPC-2017-247-GPAJ-VZCJ-

HD-SN-SPPE-MCUP-CU2-ZV-

PR

**CEQA No.:** ENV-2017-249-EIR

**Related Cases:** VTT-74765 **Council No.:** 14 – Jurado

Plan Area: Central City North

**Plan Overlay:** River Improvement Overlay

(RIO)

Certified NC: Arts District Little Tokyo

Neighborhood Council

**Existing GPLU:** Heavy Industrial **Proposed GPLU:** Regional Commercial

Existing Zone: M3-1-RIO

**Proposed Zone:** (T)(Q)C2-2-RIO-SN

Applicant: RCS VE, LLC

Representative: Michael LoGrande, Vella

Group

**PROJECT** 606-612, 638-694, and 679-689 South Mesquit Street, 1494-1498 East 6<sup>th</sup> Street, and

**LOCATION:** 2119-2135 East 7<sup>th</sup> Street

PROPOSED PROJECT:

The 670 Mesquit Project (Modified Alternative 2), proposes to construct a new mixed-use development totaling up to 1,792,103 square feet (sf) of floor area on an approximately five-acre site. Modified Alternative 2 would consist of the following primary components, with up to: 676,437 sf of office; 271 hotel guest rooms; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 sf of retail; 28,688 sf of restaurants; 35,515 sf of studio/event/gallery/museum space; 34,000 sf of gym uses; and a 30,000 sf charter elementary school. The proposed uses would be accommodated in four, interconnected buildings, ranging in height from 210<sup>1</sup> feet to 378 feet, located above subterranean and podium parking. Modified Alternative 2 may also include the construction of a 64,900 sf<sup>2</sup> publicly-accessible deck that would

<sup>&</sup>lt;sup>1</sup> The Notice of Public Hearing distributed in November 2024 identified the building heights as ranging from 84 feet to 378 feet; however, the building heights are 210 feet to 378 feet.

<sup>&</sup>lt;sup>2</sup> The Notice of Public Hearing distributed in November 2024 identified the deck as being 72,900 sf in size; however, the calculated area of the deck has been determined to be 64,900 square feet in area.

extend over a portion of the adjacent railway properties east of the Project Site. The existing one- to four-story freezer, cold storage, and dry storage warehouses and surface parking would be demolished.

# REQUESTED ACTIONS:

# ENV-2017-249-EIR

1. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in the previously certified Environmental Impact Report, No. ENV-2017-249-EIR, certified on August 23, 2023; and adopt the Addendum, dated November 2024.

# CPC-2017-247-GPAJ-VZCJ-HD-SN-MCUP-SPPE-CU2-ZV-PR

- 1. Pursuant to Charter Section 555 and Los Angeles Municipal Code (LAMC) Section 11.5.6, a General Plan Amendment to:
  - a. The Central City North Community Plan to change the land use designation for the Project Site from Heavy Industrial to Regional Commercial; and
  - b. The Transportation Element of the General Plan (Mobility Plan 2035) to reclassify Mesquit Street adjacent to the Project Site between 6th Street and 7th Street from a Collector Street to a Local Limited Street.
- 2. Pursuant to **LAMC Section 13B.1.4**, a **Vesting Zone and Height District Change** from M3-1-RIO to (T)(Q)C2-2-RIO, and pursuant to **LAMC Section 11.5.11(e)**, the following Developer Incentives:
  - a. A Floor Area Ratio (FAR) of 8:1 in lieu of 6:1; and
  - b. A zero-foot rear yard setback.
- 3. Pursuant to **LAMC Section 13.11 B**, the establishment of a Sign District "-SN" **Supplemental Use District** to regulate signage within the Project Site.
- 4. Pursuant to **LAMC Section 13.17 G.4**, an **Exception** from the exterior site lighting standards for the River Implementation Overlay (RIO) District to allow a maximum initial luminance value no greater than 0.50 horizontal and vertical foot candles at the site boundary, in lieu the standards otherwise required by LAMC Section 13.17 F.3.
- 5. Pursuant to LAMC Section 12.24.W.1, a Main Conditional Use Permit for the sale of a full line of alcoholic beverages for on- and off-site consumption at 11 establishments.
- 6. Pursuant to **LAMC Section 12.24 W.23**, a **Class 2 Conditional Use Permit** for a heliport incidental to an office building or residential use.
- 7. Pursuant to **LAMC Section 13B.5.3**, a **Zone Variance** to permit drive aisles of 24 feet in width, in lieu of the standards otherwise required by LAMC Section 12.21 A.5(b).
- 8. Pursuant to **LAMC Section 16.05**, a **Project Review** for a project resulting in an increase of more than 50,000 gross square feet of nonresidential floor area and 50 or more dwelling units or guest rooms.

# RECOMMENDED <u>ENV-2017-249-EIR</u> ACTIONS:

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the previously certified Environmental Impact Report, No. ENV-2017-249-EIR, certified on August 23, 2023; and pursuant to CEQA Guidelines 15162 and 15164, and the Addendum, dated November 2024, that no major revisions are required to the EIR and no subsequent EIR or negative declaration is required for approval of the project.

# CPC-2017-247-GPAJ-VZCJ-HD-SN-SPPE-MCUP-CU2-ZV-PR

- 2. Recommend that the Mayor and City Council Approve a General Plan Amendment to:
  - a. The Central City North Community Plan to change the land use designation for the Project Site from Heavy Industrial to Regional Commercial; and
  - b. The Transportation Element of the General Plan (Mobility Plan 2035) to reclassify Mesquit Street adjacent to the Project Site between 6th Street and 7th Street from a Collector Street to a Local Limited Street.
- 3. **Recommend** that the City Council **Approve** a **Vesting Zone** and **Height District Change** from M3-1-RIO to (T)(Q)C2-2-RIO, and the following Developer Incentives:
  - a. A Floor Area Ratio (FAR) of 8:1 in lieu of 6:1; and
  - b. A zero-foot rear yard setback.
- 4. **Approve** an **Exception** from the exterior site lighting standards for the River Implementation Overlay (RIO) District to allow a maximum initial luminance value no greater than 0.50 horizontal and vertical foot candles at the site boundary, in lieu the standards otherwise required by LAMC Section 13.17 F.3.
- 5. **Approve** a **Main Conditional Use Permit** for the sale of a full line of alcoholic beverages for on- and off-site consumption at 11 establishments,
- 6. **Approve** a **Class 2 Conditional Use Permit** for a heliport incidental to an office building or residential use.
- 7. **Approve** a **Zone Variance** to permit variable reduced parking bay widths, in lieu of the standards otherwise required by LAMC Section 12.21 A.5(b).
- 8. **Approve** a **Project Review** for a project resulting in an increase of more than 50,000 gross square feet of nonresidential floor area and 50 or more dwelling units or guest rooms.
- 9. **Adopt** the attached Findings.

Paul Caporaso

VINCENT P. BERTONI, AICP Director of Planning

Milena Zasadzien
Principal City Planner

Mindy Nguyen Senior City Planner

Paul Caporaso City Planner

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 to 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 agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

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# **PROJECT ANALYSIS**

# **PROJECT SUMMARY**

The 670 Mesquit Project (Modified Alternative 2) proposes a mixed-use development on a fiveacre site currently occupied by warehouse and storage facilities, and the construction of four interconnected buildings totaling approximately 1.7 million square feet in floor area. The project features 676,437 square feet of office space, 271 hotel rooms, 895 residential units (including 144 affordable units), a 30,000 square-foot charter elementary school for 300 students, as well as retail, dining, cultural spaces, and a gym. The buildings, ranging from 210 to 378 feet in height. are designed with cascading facades inspired by the Los Angeles Basin's natural landscape, creating open spaces and visual connections to the Los Angeles River. The plan includes an approximately 1.4-acre Optional Deck Concept over nearby railway properties and next to the Los Angeles River. The project also includes establishment of the Mesquit Sign District to support customized, tenant-specific signage and digital displays.



# **BACKGROUND**

# **Location and Setting**

The Project Site is located within the Central City North Community Plan area of the City of Los Angeles, in the Arts District neighborhood, adjacent to the Los Angeles River. The Project Site is bounded by the Sixth Street Viaduct (referred to as the Sixth Street Bridge) to the north, Mesquit Street to the west, 7th street to the south, and the freight and passenger rail lines and rail yards (Railway Properties) owned by National Railroad Passenger Corporation (Amtrak), Burlington Northern/Santa Fe Railway Company (BNSF), and the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles River to the east. Primary site access is provided by 4th Street, 6th Street, and the Sixth Street Bridge to the north; 7th Street to the south;

and Alameda Street to the west, with localized access from Mesquit Street, Jesse Street, and Mateo Street. The Project Site is served by multiple roadways and freeways, as well as several local bus lines, with more details provided below under the *Public Transit and Bikeways* and *Streets. Circulation, and Freeway Access.* 

The Project Site is identified as part of the South Industrial subarea in the Central City North Community Plan, which is general bounded by 3<sup>rd</sup> Street to the north, Alameda Street to the east, the City of Vernon to the south, and the Los Angeles River to the west.

#### **Project Site Characteristics**

The Project Site is comprised of four contiguous lots, totaling approximately five acres in size. The Project Site has approximately 89 feet of frontage along the Sixth Street Bridge to the north, approximately 1,388 feet of frontage along the Railway Properties to the east (River Frontage), approximately 370 feet of frontage along 7th Street to the south (7th Street Frontage), and approximately 1,165 feet of frontage along the eastern side of Mesquit Street (Mesquit Street Frontage), in two sections separated by approximately 200 feet of property not part of the project, and approximately 300 feet of frontage on the western side of Mesquit Street. This southern 300-foot segment of Mesquit Street, where the Applicant controls property on both sides of the street, is proposed to be vacated and merged into the Project Site as part of the related Vesting Tentative Tract Map No. 74765.

The Project Site is located within an urbanized area, has been previously developed, and is relatively flat throughout. The Project Site is not located in a Very High Fire Hazard Severity Zone, Alquist Priolo Zone, Fault Rupture Study Area, Flood Zone, Landslide, Tsunami Inundation Zone, Liquefaction Zone, or Methane Zone. While the Project Site is not in Methane Zone, the northern portion of the Project Site is located in a Methane Buffer Zone.



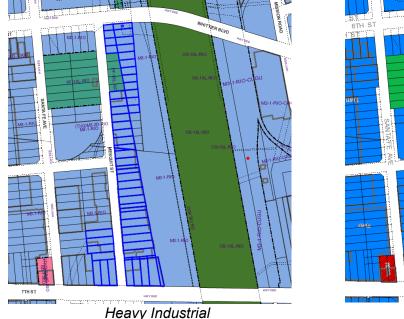
**Project Site** 

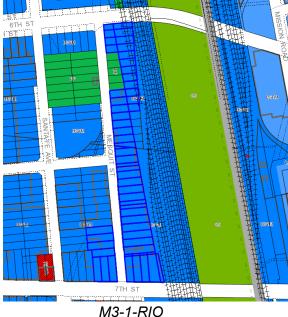
# **Existing Development**

The Project Site is currently developed with existing one- to four-story freezer, cold storage, and dry storage warehouses with associated office space, loading docks, and surface parking. The existing warehouses, which date from approximately 1908 through 2003, range from 22 to 61 feet in height and total 205,393 gross square feet of floor area. While warehouse and industrial uses on the Project Site have been in operation since 1908, the primary business, Rancho Cold Storage, has operated on-site for more than 30 years in addition to other on-site businesses including Hidden Villa Ranch, Integrated Food Service, and Harvey's Produce.

The Central City North Community Plan designates the Project Site for Heavy Industrial land uses, with a corresponding zone of M3. The Project Site is zoned M3-1-RIO (Heavy Industrial Zone, Height District 1, River Improvement Overlay). The M3 Zone permits a wide variety of industrial, manufacturing, and storage uses, as well as office and commercial uses. Height District 1 does not specify a building height limit but, in combination with the M3 Zone, limits the FAR to 1.5:1. The RIO designation is for the City's River Improvement Overlay (RIO) District, which is designed to provide for preservation of tributaries and rivers in the City of Los Angeles by promoting river identity, supporting local biological species, and providing safe and convenient public access, among many other aspects.

# Existing Land Use and Zoning





# **Surrounding Land Uses**

The Project Site is in an urbanized area and surrounded by a mix of land uses that include industrial, commercial, open space, and public facilities uses, ranging from low- to mid-rise buildings, which are physically separated from the Project Site as follows:

*North*: To the north of the Project Site across the Sixth Street Bridge are one- to three-story office buildings, manufacturing buildings, and Metro Facility Location 64 (a maintenance and repair

facility). These properties are designated for Heavy Industrial and Public Facilities land uses and zoned M3-1-RIO and PF-1XL-RIO, respectively.

<u>East:</u> To the east of the Project Site are the Railway Properties owned by Amtrak, BNSF and the Metro. These properties are designated for Heavy Industrial land uses and zoned M3-1-RIO. Beyond the Railway Properties is the Los Angeles River.

<u>South</u>: To the south of the Project Site, across the Seventh Street Viaduct (referred to as the Seventh Street Bridge), are one- to four-story mixed-use residential, commercial, office buildings. These properties are designated for Heavy Industrial and Regional Commercial land uses and zoned M3-1-RIO and C2-1-RIO, respectively.

<u>West</u>: To the west of the Project Site, across and adjacent to Mesquit Street, are multi-story mixed-use residential uses, single-story industrial/commercial uses with surface parking, the Department of Water and Power River Switching Station electricity substation with an associated electrical tower, and a transmission line right-of-way that crosses the Los Angeles River, bisecting the Project Site. These properties are designated for Heavy Industrial and Public Facilities land uses and zoned M3-1-RIO and PF-1XL-RIO, respectively.

#### **Public Transit**

The Project Site is currently served by bus lines operated by the Metro including Line 18 via 6<sup>th</sup> Street, and Lines 60 and 62 via 7<sup>th</sup> Street. Additionally, an extension of the Metro B and/or D Line to the southeast of Union Station, currently in environmental review, would see the potential construction of a new 6<sup>th</sup> Street/Arts District Station adjacent to the northeast portion of the Project, immediately south of the Sixth Street Bridge.

#### Streets, Circulation, and Freeway Access

Primary regional automobile access is provided by Interstate 10 (east-west), State Route 60 (east-west), Interstate 5 (north-south), and US Route 101 (southeast-northwest), all of which are less than 0.5 miles from the Project Site. Major arterials providing regional access to the Project Site include 4<sup>th</sup> Street and 6<sup>th</sup> Street to the north, 7<sup>th</sup> Street to the south, and Alameda Street to the west, with localized access from Mesquit Street, Jesse Street, and Mateo Street.

Streets immediately adjacent to the Project Site are detailed below:

<u>6th Street</u> is designated by the Mobility Plan as Avenue II, with no direct access to the Project Site as the street is at an elevated grade as compared to the Project Site, and a dedicated right-of-way of 86 feet. 6th Street has recently completed a redesign as part of the Sixth Street Bridge Replacement Project.

<u>7th Street</u> is designated by the Mobility Plan as Avenue II, with no direct access to the Project Site as the street is at an elevated grade as compared to the Project Site, and a dedicated right-of-way of 86 feet.

<u>Mesquit Street</u> is designated by the Mobility Plan as a Collector Street with one through lane in each direction and a dedicated right-of-way of 66 feet. The northern end of Mesquit Street ends at 6th Street and the southern end of Mesquit Street ends at 7th Street. Mesquit Street is improved with sidewalks, curbs, and gutters towards the northern half of the Project Site adjacent to the street but is not improved towards the southern half of the Project Site.

#### **Land Use Policies**

# Central City North Community Plan and Downtown Community Plan Update

The Project Site is located within the Central City North Community Plan area, with a Heavy Industrial land use designation, which generally allow a wide variety of industrial, manufacturing, and storage uses, as well as office and commercial uses. All Industrial land uses are subject to Footnote 6 of the Community Plan, 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 property APN No. 5164015022 shall be permitted Height District 2 and an FAR 4.2:1 pursuant to CPC-2020-6828-GPA-ZC-HD-SPR-MCUP." The Heavy Industrial land use is also subject to Footnote 1 of the Community Plan, which states that the land use limited to Height District 1. The current zoning of the property is M3-1-RIO, and is limited to a FAR of 1.5:1.

On May 3, 2023, the Los Angeles City Council (City Council) approved the Downtown Los Angeles Community Plan Update (DTLA 2040) and is currently undergoing form and legality review 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. Per DTLA 2040, this land use designation has a max FAR range of 3.0-6.0.

#### 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 development and railroad tracks, and ranges from approximately 120 to 200 feet west of, and not immediately adjacent or accessible from, the Los Angeles River.

#### **Relevant Cases**

Subject Property

<u>VTT-74765</u>: On August 22, 2023, the Deputy Advisory Agency (DAA) approved Vesting Tentative Tract Map (VTTM) No. 74765, for the merger and re-subdivision of four existing lots and the public street merger of portions of Mesquit Street to create an approximately five-acre ground lot and

169 airspace lots; and a Haul Route for the export of approximately 531,319 cubic yards of soil. The decision was subsequently appealed on August 31, 2023; however, on December 22, 2023, the Appellant withdrew their appeal. On January 9, 2024, City Planning issued a Notice of Appeal Withdrawal and reopened the appeal period for 10 days, or until January 22, 2024, during which, no further appeals were filed and the decision became final. On January 30, 2024, a Notice of Determination (NOD) regarding certification of the EIR was filed with the County of Los Angeles.

#### Off-Site Cases

Case No. CPC-2016-3689-GPA-ZC-HD-MCUP-DB-SPR: On October 13, 2022, the Mayor and City Council denied appeals and approved: 1) a General Plan Amendment to amend the Central City North Community Plan to re-designate the Project Site from Heavy Industrial to Regional Commercial; 2) a Vesting Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO; 3) a Main Conditional Use permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to four establishments; 4) a Density Bonus Compliance Review to reserve 11 percent of the total units for Very Low Income Households and an on-menu incentive to reduce the open space requirement by up to 20 percent; and a 5) Site Plan Review for a project creating greater than 50,000 new square-feet of nonresidential floor area for the 676 Mateo Project, located at 668-678 South Mateo Street and 669-679 South Imperial Street. On November 23, 2022, Ordinance No. 187,636 for the Zone Change became effective.

Case No. CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR: On September 27, 2021, the Mayor and City Council approved a 1) a General Plan Amendment to the Central City North Community Plan to change the land use designation from Heavy Industrial to Regional Center Commercial; 2) a Vesting Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO; and on May 4, 2021, the following entitlements were approved: 3), a Vesting Conditional Use Permit to permit floor area averaging and density transfer within a Unified Development; 5) a Main Conditional Use Permit for the on-site sale of a full-line of alcoholic beverages within the 10 establishments; and 6) Site Plan Review for a maximum of 353 live-work units and a maximum of 209,232 square feet of new non-residential floor area for the 2143 Violet Project, located at 2117-2147 East Violet Street and 2118-2142 East 7<sup>th</sup> Place. On November 5, 2021, Ordinance No. 187,209 for the Zone Change became effective.

Case No. CPC-2017-4734-GPA-ZC-HD-CUB-CUX-ZV-ZAA-SPR-RDP: On November 6, 2023, the Mayor and City Council denied appeals and approved: 1) a General Plan Amendment to amend the Central City North Community Plan to re-designate the Project Site from Heavy Manufacturing to Regional Commercial; 2) a Vesting Zone and Height District Change from the M3-1-RIO zone to the C2-2-RIO zone for the portion of the Project Site to be redeveloped; 3) a Conditional Use permit for the sale of a full-line of alcoholic beverages for consumption on the premises; 4) a Conditional Use for dance halls to permit public dancing and live entertainment in conjunction with the operation of restaurants and/or bar in the C2 Zone; 5) a Zone Variance from LAMC Section 12.14 A.1(b)(3) to allow the use of outdoor space in the upper/rooftop levels for dining, dancing, and live entertainment in the C2 Zone; 6) a Zoning Administrator's Adjustment to permit a zero-foot setback in lieu of any required setbacks on 7th Street and Santa Fe Avenue; 7) Site Plan Review for a proposed hotel containing more than 50 guest rooms for the Rendon Hotel Project located at 2053-2059 East 7th Street.

<u>Case No. CPC-2017-624-VZC-HD-MCUP-ZAA-SPR:</u> On February 15, 2017, a request was filed for a 1) Vesting Zone Change and Height District Change from M3-1-RIO to M3-2D-RIO; 2) Main Conditional Use Permit for the sale and dispensing of alcoholic beverages for six on-site and offsite establishments; 3) Zoning Administrators Adjustment to allow use of pre-dedication lot area

to calculate FAR; and 4) Site Plan Review for the construction of over 50,000 square feet of non-residential floor area, to allow the development of a mixed use building with retail/restaurant and office use, located at 2159 Bay Street. On October 6, 2022, a Draft EIR was published. On May 29, 2024, this case was terminated.

Case No. CPC-2021-2231-GPA-VZC-HD-VCU-ZV-SPR: At its meeting on November 14, 2024, the City Planning Commission approved a General Plan Amendment to amend the Central City North Community Plan to re-designate the Project Site from Heavy Manufacturing to Regional Commercial; 2) a Vesting Zone and Height District Change from the M3-1-RIO Zone to the C2-2-RIO zone for the portion of the Project Site to be redeveloped; 3) a Vesting Conditional Use for a Major Development Project resulting in the creation of greater than 100,000 square-feet of nonwarehouse, nonresidential floor area in the C2 Zone; 4) a Vesting Conditional Use to allow Floor Area Ratio averaging across a Unified Development; 5) a Zone Variance to permit a loading zone to be provided with vehicular access from a public street; and 6) Site Plan Review for a project creating greater than 50,000 new square-feet of nonresidential floor area, with a Future Expansion Phase to allow for the demolition of another existing 21,880 square-foot office building at the corner of Violet Street and Santa Fe Avenue for the new construction of up to 211,201 square feet of additional office and restaurant uses, for the Violet Street Creative Office Campus Project, located at 2030-2060 East 7th Street; 715-829 East Santa Fe Avenue; 2016-2040 and 2023-2043 East 7th Place; and 2017-2051 Violet Street. The project is now pending consideration by the City Council.

# **PROJECT DETAILS**

The Project Site is currently developed with one- to four-story freezer, cold storage, and dry storage warehouses with associated office space, loading docks, and surface parking. While warehouse and industrial uses on the Project Site have been in operation since 1908, the primary business, Rancho Cold Storage, has operated on-site for more than 30 years in addition to other on-site businesses including Hidden Villa Ranch, Integrated Food Service, and Harvey's Produce.

#### **Original Project**

The Original Project, as analyzed in the Draft Environmental Impact Report (EIR), included the demolition of all existing buildings on-site to construct a new mixed-use development totaling up to 1,792,103 square feet of floor area on an approximately five-acre Project Site. The Original Project proposed a floor area ratio (FAR) of up to 7.5:1, and consisted of the following primary components: 944,055 square feet of office; a 236-room hotel within 158,647 square feet of floor area; 308 multi-family residential housing units, including 16 units for Extremely Low Income households and 34 units for Very Low Income households; a food hall, grocery store, and 136,152 square feet of general retail uses; 89,577 square feet of restaurant uses; 93,617 square feet studio/event/gallery/museum space; and a 62,148 square-foot gym. The proposed uses would have been accommodated within five, interconnected buildings ranging in height from 126 feet to 378 feet, located above subterranean and podium parking. In addition, the Original Project included an Optional Deck Concept to construct a 132,000 square-foot deck that would extend over a portion of the freight and passenger rail lines and rail yards east of the Project Site (Railway Properties).

# Original Alternative 2

As required by CEQA, the Draft EIR analyzed a reasonable range of potentially feasible alternatives that could attain most of the basic objectives of the project, while reducing or

substantially lessening the significant environmental effects of the project. The Draft EIR alternatives analysis included a discussion of Alternative 2, the Reduced Retail and Increased Office with Charter School Alternative (Original Alternative 2). On January 22, 2024, the Lead Agency (City of Los Angeles) recommended the adoption of Original Alternative 2, which also proposed to construct a mixed-use development totaling up to 1,792,103 square feet of floor area with an FAR of up to 7.5:1, but differed from the Original Project by developing more office space and residential units; the same number of hotel rooms but within a larger floor area; less restaurant, studio/event/gallery/museum space, retail, and gym space; the removal of the food hall and grocery store components; and the introduction of a charter school use. Specifically, Original Alternative 2 consisted of the following: 1,000,666 square feet of office; a 236-room hotel within 209,560 square feet of floor area; 420 multi-family residential housing units, including 21 units for Extremely Low Income households and 47 units for Very Low Income households; 11,664 square feet of general retail uses; 59,700 square feet of restaurant uses; 44,069 square feet of studio/event/gallery/museum space; a 52,424 square-foot gym; and a 32,150 square-foot charter elementary school. As with the Original Project, the proposed uses for Original Alternative 2 would be accommodated within five, interconnected buildings ranging in height from 126feet to 378 feet, located above subterranean and podium parking. Original Alternative 2 also includes an Optional Deck Concept that would extend over the Railway Properties; however, the deck size had been further reduced to 75,000 square feet. As with the Original Project, the existing one- to four-story freezer, cold storage, and dry storage warehouses and surface parking would be demolished.

# Modified Alternative 2

On July 16, 2024, the Applicant proposed further refinements to Alternative 2 (Modified Alternative 2, and hereafter referred to as the Project) in response to market changes. The Modified Alternative 2 proposes to construct a mixed-use development totaling up to 1,792,103 square feet, with the following modifications to the Alternative 2 program: 1) reducing office uses from 1,000,666 to 676,437 square feet; 2) increasing the number of hotel guest rooms from 236 to 271 rooms; 3) increasing the number of residential units (including the requisite number of affordable units) from 420 to 895 units; 4) increasing retail floor area from 11,664 to 14,345 square feet; 5) decreasing restaurant floor area from 59,700 to 28,688 square feet; 6) reducing gallery space from 44,069 to 35,515 square feet; 5) reducing gym floor area from 52,424 to 34,000 square feet; 7) reducing the charter school floor area from 32,150 to 30,000 square feet, but accommodating the same number of students; 8) reducing the publicly-accessible deck from 75,000 to 72,990 square feet; and 7) reducing the number of buildings from five to four.

However, while Modified Alternative 2 was originally described as including 72,990 square feet of publicly-accessible deck space, further refinement in the open space calculations has determined the Option Deck Concept to be 64,900 square feet in area.

In addition to other requested entitlements, the Project would establish the Mesquit Sign District as the development of the site would require a unique and comprehensive program to enhance the identity of the mixed-use development and allow for future commercial tenants to customize on-site signage for each of the proposed buildings.

# **Development Program**

The Project would demolish 205,393 square feet of the existing one- to four-story freezer, cold storage, and dry storage warehouses and surface parking to construct a mixed-use development totaling up to 1,792,103 square feet of consisting of the following: 676,437 square feet of office;

271 hotel guest rooms within 200,210 square feet of floor area; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of general retail uses; 28,688 square feet of restaurant uses; 35,515 square feet of studio/event/gallery/museum space; a 34,000 square-foot gym; and a 30,000 square-foot charter elementary school with an enrollment capacity of 300 students.

The proposed uses would be accommodated in four, interconnected buildings, ranging in height from 210 feet to 378 feet, located above subterranean and podium parking for 1,976 spaces. The Project may also include a 64,900 square-foot, publicly accessible Optional Deck Concept that would extend over adjacent Railway Properties to the east, and which would overlook the Los Angeles River.



# **Proposed Site Plan of Development**

#### Building and Site Design

The Project is comprised of four buildings, as shown in the Site Plan above, with a unified architectural design that responds to the irregular shape of the Project Site and existing conditions of the Sixth and Seventh Street Bridges, both of which are elevated above Mesquit Street and the Project Site, in addition to the natural landscapes of the Los Angeles Basin, namely the San Gabriel Mountains. The facades of the buildings are articulated with varying, jagged edges, some of which serve as balconies providing both an aesthetic and functional purpose. As discussed in further detail below, the floors of Buildings 1 through 3 cascade from the north to the south, while the floors of Building 5 cascade from the south to the north. In doing so, the arrangement of the buildings creates an urban arroyo through the center of the Project Site comprised of Mesquit Street, the Mesquit Paseo, and the Entry Plaza fronting 7<sup>th</sup> Street, that flows into the Optional Deck Concept and by visual extension, the Los Angeles River to the east.



# Aerial View Looking West from Mission Road

As the Project Site narrows towards the Sixth Street Bridge to the north, Buildings 1 through 3 are spaced approximately 60 feet apart and are oriented parallel to the Los Angeles River, the Mesquit Paseo, and various open space areas. This allows for maximum visibility from their respective frontages, while also providing view corridors that create porosity be through and between the Project Site and the three buildings. Building 5 and the Deck Plaza are located in southern portion of the Project Site, fronting 7<sup>th</sup> Street, and includes the merged portion of Mesquit Street. The Mesquit Street Frontage and 7<sup>th</sup> Street Frontage to the south provide vehicular and pedestrian access, while the River Frontage comprises the majority of the proposed open space, including the Optional Deck Concept, and provides views of the Los Angeles River.

Unlike the Mesquit Street Frontage, the 7<sup>th</sup> Street Frontage changes approximately 24 feet in elevation as 7<sup>th</sup> Street and the Seventh Street Bridge slope down from east to west. These three frontages are interconnected via ramps and stairways that provide direct access from the ground floor along Mesquit Street (Level 1 in Buildings 1 through 3, Level P1 in Building 5) to the mezzanine approximately at grade with the southern portion of 7<sup>th</sup> Street (Level 2 in Buildings 1 through 3, Level P Mezzanine in Building 5) and the deck level approximately at-grade with the northern portion of 7<sup>th</sup> Street (Level 3 in Buildings 1 through 3, Level 1 in Building 5).

Note that the Original Project and Original Alternative 2 proposed five buildings. The Project (Modified Alternative 2) removed Building 4 and replaced it with the Entry Plaza. However, to reduce confusion on building designation and location, the description of the Project, as demonstrated above and in this section, refer to Buildings 1, 2, 3, and Building 5. The programming for each of the individual buildings is further detailed below.

# **Building 1**

Building 1, located along Mesquit Street north of Jesse Street, would be comprised of 540,311 square feet of retail and residential uses, including 604 dwelling units, comprised of 260 studios, 338 one-bedroom, and six penthouse units, with a maximum height of 378 feet, with an approximately 305-foot frontage along Mesquit Street. The ground floor of Building 1 (Level 1) includes a residential lobby and retail space while the mezzanine (Level 2) includes a residential lobby and mechanical equipment. The deck level (Levels 3 and 4) is comprised entirely of retail floor area with pedestrian entrances from the deck level. Levels 5 through 32 are comprised entirely of residential floor area, with Building 1's roof line cascading from north to south to provide terraces on Levels 31 and 32. Levels 33 and 34 include mechanical equipment, with Level 35 serving as the roof.

# **Building 2**

Building 2, located immediately south of Building 1, would be comprised of 295,331 square feet of retail, gym, and residential uses, including 291 dwelling units, comprised of 96 studios, 192 one-bedroom, and three penthouse units, with a maximum height of 294 feet, and an approximately 240-foot frontage along Mesquit Street. The ground floor of Building 2 (Level 1) includes a residential lobby and retail space, as well as an entry to the gym, while the mezzanine (Level 2) is entirely comprised of back-of-house space. The deck level (Level 3) is comprised entirely of retail floor area with pedestrian entrances from the deck level. Levels 4 and 5 are comprised entirely of the proposed gym; Levels 6 through 22 are comprised entirely of residential floor area; and Level 23 is comprised mostly of mechanical equipment and a small amount of residential floor area. Levels 23 through 25 include mechanical equipment, with Level 26 serving as the roof. As with Building 1, Building 2's roof line cascades from north to south to provide terraces on Levels 22 and 23.

#### Building 3

Building 3, located immediately south of Building 2, would be comprised of 202,033 square feet of retail and hotel uses with a maximum height of 210 feet, and an approximately 165-foot frontage parallel to Mesquit Street. The ground floor of Building 2 (Level 1) includes a hotel lobby and the remaining floors, Levels 2 through 16, are comprised entirely of hotel floor area. Levels 16 through 17 include mechanical equipment, with Level 26 serving as the roof. As with Building 1 and 2, Building 3's roof line cascades from north to south, and provides a terrace on Level 17.

#### **Building 5**

Building 5, located along 7<sup>th</sup> Street on the southwest portion of the Project Site, would be comprised of 754,428 square feet of school, event, and office uses with a maximum height of 378 feet, and an approximately 150-foot frontage along 7<sup>th</sup> Street and an approximately 335-foot frontage parallel to Mesquit Street. The ground floor of Building 5 along the Mesquit Street Frontage (Level P1) includes a charter school entrance lobby while the mezzanine (Level P Mezzanine) is comprised of charter school floor area. The deck level at the 7<sup>th</sup> Street Frontage (Level 1) is comprised of a mix of charter school, office lobby, and retail floor area with pedestrian entrances from 7<sup>th</sup> Street. Level 2 provides the remaining floor area for charter school uses, while Level 3 is comprised of the studio/event/gallery/museum floor area. Levels 4 through 24 are comprised entirely of the remaining office floor area. Levels 25 and 26 include mechanical equipment, with Level 27 serving as the roof. Similar to Buildings 1 through 3, Building 5 cascades

steeply from south to north, reducing the massing of Building 5 toward the Mesquit Street Frontage and mirroring the roof line.

#### Site Access

Ingress/egress vehicular access to the Project Site would be provided from five driveways, two of which would be accessible via 7<sup>th</sup> Street; and three via Mesquit Street which would have two access points, one driveway in the center and two driveways near the northern edge of the Project Site, and both of which would provide ingress/egress access. All driveways along Mesquit would provide ingress/egress access.

# Parking

#### Vehicle Parking

The Project Site is located within the Central City Parking District and the State Enterprise Zone, which allows reduced parking rates for residential and hotel uses, and for commercial uses, respectively. The Project includes a total of 895 residential units, comprised of 356 studios, 530 one-bedroom, and nine penthouse units. Based on the typical floor plan, the studio and one-bedroom units both qualify as having less than three habitable rooms, and the penthouse units qualify as more than three habitable rooms. Additionally, the Project includes 271 hotel guestrooms, and a total of 789,000 square feet of commercial uses, comprised of office, retail, event, and gym uses; and a 20-classroom charter school. Based on the proposed mix of uses, a total of 2,821 parking spaces are required. The Project would provide 1,976 parking spaces. However, as conditioned, the Project will be required to comply with the DTLA 2040 parking regulations, which do not impose parking minimums or maximums.

Parking shall be provided within five subterranean levels and one at grade and mezzanine level. As discussed more below under Requested Entitlements, the Project includes a request to permit reduced parking bay widths from what would otherwise be required by LAMC Section 12.21 A.5(b) in order to accommodate these parking spaces.

#### Bicycle Parking

Based on the proposed mix of uses, a total of 261 short-term and 520 long-term bicycle parking spaces are required. The Project proposes to provide 263 short-term and 522 long-term bicycle parking spaces.

Short-term bicycle parking shall be provided by the various entries and/or lobbies for the various uses, as well as in the Mesquit Paseo. Long-term bicycle parking shall be provided within the subterranean, ground floor, and mezzanine parking levels. A bicycle shop will be provided in Basement Level 1 and will serve as an amenity to bicycle owners as a space that can be used to make repairs or other maintenance.

# Open Space and Landscaping

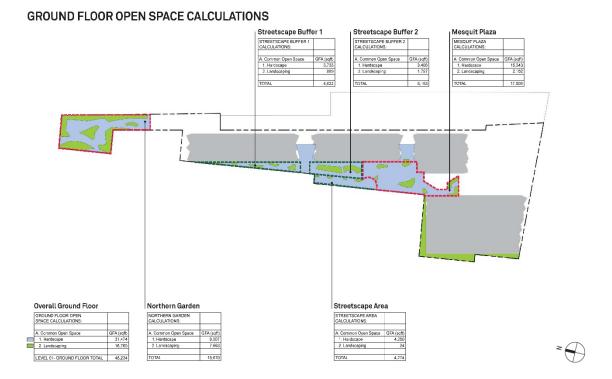
The Project proposes various open space areas throughout the Project Site. All proposed landscaping would be comprised of various species of native and Mediterranean grasses, shrubs, and trees; and amenities would include generally outdoor seating, umbrellas, and shade trees as well as sculptural elements.

As previously mentioned, the Project includes a total of 895 residential units, comprised of 356 studios, 530 one-bedroom, and nine penthouse units. Pursuant to LAMC Section 12.21 G, based on the proposed unit mix, a total of 89,725 square feet of residential open space is required, of which 25 percent, or 22,432 square feet is required to be landscaped. The Project provides residential common open space (not including a 64,900 square-foot Optional Deck Concept), which exceeds both of these requirements. The Project also provides additional residential open space in the form of balconies, which would further exceed the minimum LAMC requirements for open space. Additionally, 224 trees are required to be incorporated into the Project, of which 213 will be planted within the Project Site, and 11 trees will be planted within the adjacent public right-of-way.

Common Residential Open Space Provided			
Location		Use	
		Northern Landscaped Area	
		Mesquit Plaza	
Ground Lev	el (Publicly	Streetscape Buffer 1	
Accessible)		Streetscape Buffer 2	
		Streetscape Area	
		Total	
Level 3 (Publicly Accessible)		Deck	
		Deck Plaza	
		Optional Deck Concept	
		Total	
Residential	Building 1	Level 31 – Residential Terrace	
		Level 32 – Residential Pool Terrace	
	Building 2	Level 22 – Residential Terrace	
		Level 23 – Residential Pool Terrance	
Hotel	Building 5	Level 17 – Hotel Terrace	

#### Ground Floor Open Space

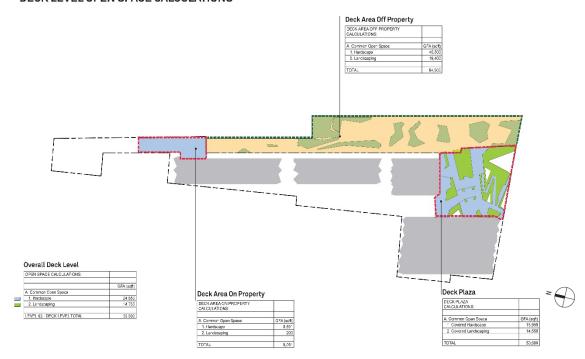
On the ground level are the "Northern Landscaped Area" and the "Mesquit Plaza" as well as streetscape buffers/areas and landscape buffers. All of these areas will be publicly accessible.



# Deck Level Open Space

On the deck level, which is equivalent to Level 3 of the Project, are various deck areas and the Optional Deck Concept that would extend over the Railway Properties if constructed. All of these areas will be publicly accessible.

# **DECK LEVEL OPEN SPACE CALCULATIONS**



# Deck Area On Property (Deck)

The Deck is located on the northeastern and eastern portions of the Project Site. Amenities in this area include seating areas, walking paths, and landscaping, as well as direct access to retail and hotel uses in Buildings 1 through 3. While the Deck does not provide direct access to 6<sup>th</sup> and 7<sup>th</sup> Streets nor the River, it serves as the only direct connection between the Northern Landscaped Area and the Deck Plaza, which provide direct access to the Arts Plaza and River Gateway components of the currently-under-construction Sixth Street PARC and by extension the Los Angeles River, and 7<sup>th</sup> Street, respectively.

#### Deck Plaza

The Deck Plaza is located on the southern portion of the Project Site. Amenities in this area include seating areas, walking paths, and landscaping, as well as direct access to hotel and office uses in Buildings 3 and 5. As noted above, the Deck Plaza provides direct access to 7<sup>th</sup> Street via ramps and stairwells along the 7<sup>th</sup> Street Frontage.

# <u>Deck Area Off Property (Optional Deck Concept)</u>

The Mesquit Plaza is located on the southeaster and eastern portions of the Project Site. Amenities would include a Deck Promenade, Recreation River Deck, Community Meadow, Community River Deck, and an Events River Deck. While not a required part of the Project, despite being a major feature in both the plans and proposed open space, the Applicant has successfully negotiated the rights needed to build the Optional Deck Concept. but would not be required to do so as the Project is currently proposed. The Optional Deck Concept would provide new pedestrian connections to the Los Angeles River and 7<sup>th</sup> Street.

# Residential and Hotel Open Space

Other common open space areas that are provided for on-site residents and hotel guests total 12,040 square feet and 3,455 square feet, respectively. Building 1 would include a Residential Terrace on Level 31; and a Residential Pool Terrace on Level 32. Building 2 would include a Residential Terrance on Level 22; and a Residential Pool Terrace on Level 23Building 3 would include a Hotel Terrace on Level 17, s. The Hotel Terrace would also be made available to on-site residents of the Project.

# Specific Plan and Chapter 1A

At the time the Draft EIR was published in November 2021, a Specific Plan was proposed as part of the entitlement requests. However, the Specific Plan was subsequently abandoned, and the Project decided to proceed with the Entitlement Requests listed below. Additionally, the Project was deemed complete in 2017, which vested it under Chapter 1 procedures. However, in November 2024, the Applicant requested to "opt in" to the new Chapter 1A Processes and Procedures (Ordinance No. 187,712), which is reflected in the Notice of Public Hearing distributed in November 2024, and throughout this Staff Report.

# **Requested Entitlements**

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

#### **General Plan Amendments**

Central City North Community Plan

A General Plan Amendment is requested to change the land use designation for the Project Site from Heavy Industrial to Regional Commercial, in order to allow for a commercial zone on the site to permit commercial, residential, hotel, and educational uses, as well as to allow for a Height District which could permit a greater FAR on the site.

Transportation Element of the General Plan (Mobility Plan 2035)

A General Plan Amendment is requested to reclassify Mesquit Street adjacent to the Project Site between 6th Street and 7th Street from a Collector Street to a Local Limited Street, in order to allow for the vacation and/or merger of a portion of the Local Street into the Project Site. The street currently terminates in a dead end at the southern portion of the site, and is not utilized for through-traffic.

# Zone Change and Height District Change

A Zone Change and Height District Change are requested to change the zone from M3-1-RIO to (T)(Q)C2-2-RIO, which would then allow for a change from a maximum FAR of 1.5:1 to 6:1.

# **Developer Incentives**

The requested General Plan Amendment and Zone Change would result in increases to allowable residential floor area, density, and height, making it subject to Measure JJJ (Section LAMC Section 11.5.11). As such, the Project would be required to comply with LAMC Section 11.5.11(i), as it relates to the local hiring of construction workers for building and construction work. Additionally, projects which propose 10 or more residential dwelling units are required to comply with the on-site affordability provisions, pursuant to LAMC Section 11.5.11. The Proposed Project is a Rental Project that results in a residential density increase greater than 35 percent and thus is subject to affordability option 1-ii of LAMC Section 11.5.11(a)(1)(ii). The provision requires the Project to provide no less than five percent of the total units at rents affordable to Extremely Low Income households, and either six percent of the total units at rents affordable to Very Low Income households or 15 percent of the total units at rents affordable to Lower Income households, inclusive of any Replacement Units. As proposed, the Project complies with this provision as five percent of the units (45 units) are proposed for Extremely Low Income households and 11 percent (99 units) are proposed for Very Low Income Households, and no replacement units are required.

Pursuant to LAMC Section 11.5.11(e), "a Project that provides affordable housing consistent with this Section shall also be entitled to up to three incentives or concessions specified in California Government Code Section 65915(k) or the applicable Affordable Housing Incentive Program." The Applicant has requested two incentives to allow an 8:1 FAR in lieu of the otherwise permitted maximum 6:1 FAR; and zero-foot rear yard setback. These requested incentives are allowed by LAMC Section 11.5.11(e), which, in conjunction with a Zone Change that results in an increase in residential density or floor area, permits exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

# Mesquit Sign District (Exhibit C)

The Project requests the establishment of a Sign District Supplemental Use District to regulate digital displays, pillar signs, and wall signs for both tenants and for building identification. The proposed Sign District is also intended to establish signage size limits as well as regulation such as illumination, height and design standards, allowable locations, and refresh rates, and is discussed in greater detail below in the "Mesquit Sign District" section.

# Exception to the RIO District Development Standards

The Project requests an Exception to allow a maximum initial luminance value no greater than 0.50 horizontal and vertical foot candles at the site boundary, in lieu the standards otherwise required by LAMC Section 13.17 F.3. This would allow for project lighting to exceed the standards along the boundaries of the site. The Project has been otherwise 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 appearance of parking and loading areas by minimizing the parking building footprint, wrapping the ground floor with office and retail space, locating more than half the parking underground, and placing loading areas within the building.

#### Main Class 2 Conditional Use – Alcoholic Beverages

The Project requests a Main Class 2 Conditional Use for Alcoholic Beverages to allow the sales of a full line of alcohol beverages for on- and off-site consumption within 11 establishments, which would include restaurant, retail, event/gallery, and hotel locations.

# Class 2 Conditional Use - Heliport

The Project requests a Class 2 Conditional Use to allow a heliport incidental to an office building or residential use.

#### Zone Variance

The Project requests a Zone Variance to permit reduced parking bay widths from what would otherwise be required by LAMC Section 12.21 A.5(b). The LAMC permits variable width parking bays depending on a variety of factors including parking stall dimensions and the angle of parking stalls to the drive aisles. As a result, the exact reduction in parking bay width throughout the Project is highly variable depending on the exact location within the Project's parking areas. As such, the requested Zone Variance accounts for all parking areas within the Project Site as necessary.

It should be noted that the Applicant's request for a Zone Variance to permit drive aisles of 24 feet in width, as noted in the Notice of Public Hearing distributed in November 2024, and as cited in the Requested Actions of this Staff Report, did not accurately reflect the deviation from LAMC Section 12.21 A.5(b) that was needed. As such, the Recommended Actions have been updated to reflect the appropriate deviation per the LAMC.

# **Project Review**

The Project requires Project Review as it results in 895 dwelling units, 271 hotel guestrooms, and a net increase of approximately 1,019,195 square feet of nonresidential floor area.

# **MESQUIT SIGN DISTRICT**

LAMC Section 13.11 allows for the establishment of Signage Supplemental Use Districts to create unique signage regulations for commercially zoned properties with a minimum lot area of either one block or three acres. In conjunction with the development of the 670 Mesquit Project, the Mesquit Sign District (Sign District) would support the Project efforts to serve as a gateway to Downtown Los Angeles, along with the Sixth Street Bridge by allowing types and quantity of signage that would be appropriate for the scale of the development, and other Project elements which utilize signage as a placemaking tool, creating a distinct identity for the Project Site area.

The proposed Sign District sets standards for general sign type, area, height, hours of operation, refresh rates, and location requirements, as well as tailored illumination standards, and would allow for digital displays, tenant wall signs, building identification signs at the top of each building, and 16 ground-mounted pillar signs with digital elements. These regulations deviate from the standard requirements of the LAMC by allowing for non-typical signage designs and sizesThe signage would integrate into the overall design and theme of the development, and the regulations would be uniform across the site.

Certain standard signage types would not be regulated by the Sign District and would be subject to the LAMC. These include Information Signs, Monument Signs, Projecting Signs, Window Signs, Marquee Signs, Temporary Signs, Awning Signs, Original Art Murals, and Public Art Installations. Signage types regulated by the Sign District include the following, under the following approval processes:

Sign Type	Review Process
Digital Displays, in compliance with the locations shown in Appendix A, Conceptual Sign Plan	Director Sign-Off
Pillar Signs	Director Sign-Off
Wall Signs	Director Sign-Off
Digital Displays, which deviate from the locations shown in Appendix A, Conceptual Sign Plan	Project Compliance

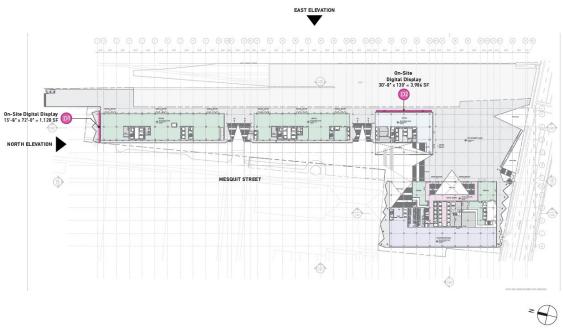
Off-site signs, pole signs, and any other signs not specifically authorized in the Sign District are prohibited. Digital Displays, Pillar Signs, and Wall Signs would be installed in substantial conformance with Conceptual Sign Plans and signage design guidelines (Appendix A of the Sign District). Additional regulations pertaining to these signs are outlined below.

# **Digital Displays**

The Applicant proposes two Digital Displays within the Sign District, as shown in pink below. The north-facing sign (Sign D1) would be a maximum of 1,128 square feet, and would be located approximately 25 feet above grade. As the property immediately to the north of the sign is undeveloped and owned by LADWP, the Digital Display would be primarily viewable from the edge of Mesquit Street, the new 6th Street Bridge PARC, and the Project Site's Northern Garden. An illumination study will be required to be provided to demonstrate that light trespass does not exceed three footcandles at the property line of the PARC. The east-facing sign (Sign D2) would be a maximum of 3,986 square feet, and would be located approximately 15 feet above grade from the deck level. The sign would be primarily visible from the adjacent Optional Deck Concept, and partially visible from the 7<sup>th</sup> Street Bridge, and conditions of approval would require that adequate landscaping and trees be provided to screen views of the sign from the Los Angeles River and the 7<sup>th</sup> Street Bridge. If the Optional Deck Concept is not constructed, then Sign D2 would not be permitted to be installed. Both signs would be permitted to be operational between 7 A.M. and 11 P.M., and would be limited to static images that could be refreshed every eight seconds. Sign illumination would be limited to 300 candelas per meter squared (cd/m2) during nighttime and 5,000 (cd/m2) during daytime hours. All light emitting diodes used within a Digital Display would have a maximum horizontal beam spread of 170 degrees and maximum vertical beam spread of 160 degrees, which differs from more restrictive standards in other City Sign Districts, by providing a greater beam spread allowance, as both signs are not directly visible from public right-of-way areas with vehicular travel. In addition, sign lighting would also be limited by the condition of approval related to the Exception to the RIO District lighting standards, which limits illuminance to 0.5 footcandles at the property boundary.

As identified in the design guidelines, Digital Displays must be integrated into the architectural design of the building and align with major building elements on which they are installed, such as window banding or vertical changes in material or texture.

#### MESQUIT SIGN DISTRICT | SITE PLAN



# **Pillar Signs**

Pillar Signs would allow for unique ground-mounted signage that is taller than it is wider, and distinct from other allowable ground-mounted signage permitted by the LAMC, such as Monument Signs or Pole Signs. Pillar Signs would be restricted to a maximum of 56 square feet per sign face. These signs would not exceed a 10-foot height limit and could contain digital elements. The digital elements would be permitted to operate between 7 am and midnight, and could be fully animated. Sign illumination would be limited to 150 candelas per meter squared (cd/m2) during nighttime and 3,500 (cd/m2) during daytime hours.

#### Wall Signs

Wall Signs are designated into two types: Tenant Wall Signs and Tall Building Wall Signs.

Tenant Wall Signs generally identify ground floor tenants or buildings, and may include identification for commercial businesses, hotels, and residential lobbies. Tenant Wall Sign size would not exceed 2.5 square feet of sign area per linear foot of tenant frontage. Each tenant shall be limited to a maximum of one Tenant Wall Sign per building frontage, not to exceed three Tenant Wall Signs per tenant with multiple building frontages. Additionally, Tenant Wall Signs are only permitted at the ground floor building level or within 45 feet in height from the adjacent grade.

Tall Building Wall Signs generally identify the building as a whole near the top of building, and regulations related to these types of signs are generally similar to regulations for tall building signs in the Downtown Design Guide. Tall Building Signs would be located above 120 feet in building

height, and would not occupy more than 50 percent of the area in which the sign may be located on a single building face or 800 square feet, whichever is less, except that a maximum of two Tall Building Wall Signs may measure up to 1,700 square feet in area within the Sign District. Therefore, a building may have no more than two Tall Building Wall Signs on any two sides of the building. On a flat-topped building, Tall Building Wall Signs must be located between the top of the windows on the topmost floor and the top of the roof parapet or within an area 26 feet below the top of the roof parapet. On buildings with stepped or otherwise articulated tops, Tall Building Wall Signs may be located within an area 26 feet below the top of the building or within an area 26 feet below the top of the parapet of the main portion of the building below the stepped or articulated top. Tall Building Wall Signs would be located on a wall and may not be located on a roof, including a sloping roof.

# **Off-Site Signage Prohibition**

Unlike other Sign Districts in the City, Off-Site Signs are not permitted within the Sign District. Therefore, while other Sign Districts typically include an off-site signage reduction program for the removal of billboards or off-site signage within the community, as no Off-Site Signs are proposed, no signage reduction program is being required.

# **OTHER PROJECT CONSIDERATIONS**

# **Citywide Design Guidelines**

The Citywide Design 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 design guidelines focus on three main design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design. These design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including enhancing the quality of the pedestrian experience along the border of the project and public space; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the commercial environment.

# Pedestrian-First Design

The Project emphasizes Pedestrian-First design throughout the Project Site and, in particular, along the Mesquit Street and 7<sup>th</sup> Street Frontages, with active ground floor retail, residential and hotel lobby, and educational uses that would provide a high level of transparency, façade articulation, shade and design elements, and ground floor entries accessible from the street level. Additionally, the Project provides publicly-accessible open space areas along the River Frontage on the deck level, allowing for activation across all Project frontages, for residents, students, employees, and visitors. The Project would create a new pedestrian corridor in the Arts District neighborhood via the proposed open space elements such as the Northern Landscaped Area, the Streetscape Buffers, the Deck, the Mesquit Plaza, and the Deck Plaza that would connect to new access points from the Project Site to the Sixth Street Bridge and PARC, Mesquit Street and Jesse Street, and 7<sup>th</sup> Street and Seventh Street Bridge. Residents, hotel guests, employees, students, and visitors on and surrounding the Project Site would be able access the Los Angeles

River, to access the Project's retail uses and public open spaces, including various landscaped amenity and deck areas, such as the Optional Deck Concept, which, if constructed, is conditioned to be open 24 hours a day to pedestrians and would offer expansive views of the Los Angeles River

#### 360-Degree Design

The Project incorporates 360-Degree Design by providing a unified and cohesive architectural design for the four, interconnected buildings while ensuring every building façade visible from the Mesquit Street, 7<sup>th</sup> Street, and River Frontages includes balconies, terraces, windows, and other elements that allow for transparency and activation on each floor of the buildings.

# Climate-Adaptive Design

The Project would achieve Climate-Adaptive Design by complying with the most current regulations regarding sustainable building design, pursuing energy-saving and sustainability goals, aiming to reduce environmental impacts, optimize building performance, and enhance interior environments to promote health and well-being. Targeted environmentally sustainable design strategies are incorporated to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure, in addition to meeting California's stringent Title 24 Energy Code. Sustainability features to be incorporated into the Project would include, but would not be limited to the following: Energy Star appliances; solar panels; plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plants with drought-tolerant species; shade trees in public areas; green walls in some outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking; electric vehicle (EV) charging infrastructure; a TDM Program; use of daylighting where feasible; energy-efficient lighting; and permeable paving where appropriate.

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

On August 1, 2017, 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. Issues were raised regarding the pedestrian experience along 7<sup>th</sup> Street. Building 4 has since been removed and replaced with the Deck Plaza with improved conditions for pedestrian access from 7<sup>th</sup> Street, allowing for multiple access points to the Project. Additionally, it was recommended that the Project should include more residential uses rather than office. Modified Alternative 2 provides substantially more housing than both the Original Project and Original Alternative 2.

#### **Environmental Analysis**

The City includes of Los Angeles released the Final Environmental Impact Report (EIR), ENV-2017-249-EIR (SCH No. 2017041071) in November 2022, detailing the relevant environmental impacts resulting from the Project. The EIR consists of the Draft EIR for the 670 Mesquit Project published in December 2021, the Final EIR dated November 2022, and Addendum dated November 2024.

The EIR identified the following significant and unavoidable impacts: Air Quality - Regional

Construction Emissions of NOx, Air Quality - Project-level Operational Emissions of VOC, Noise - On-Site Construction, Noise - On-Site Construction - Building Damage, Transportation - VMT, and Transportation - Geometric Hazards.

The EIR was certified by the Deputy Advisory Agency (DAA) on August 22, 2023, in conjunction with the approval of Case No. VTT-74765, identifying Alternative 2 (Reduced Retail and Increased Office with Charter School Alternative) as the preferred alternative. In addition, the DAA adopted a Statement of Overriding Considerations, finding that the project's benefits outweighed the identified environmental impacts. This decision was subsequently appealed; however, the Appellant withdrew the appeal, the appeal period was reopened, and no further appeals were filed, thereby rendering the certification of the EIR final.

# **Public Hearing and Communications**

Two public hearings were held for the Project. First, a Hearing Officer (HO) Hearing was held virtually and telephonically via Zoom by the Hearing Officer on behalf of the City Planning Commission on December 7, 2022, at 10:00 a.m. Subsequently, a joint public hearing was held virtually and telephonically via Zoom by the Deputy Advisory Agency and HO on behalf of the City Planning Commission on March 22, 2023, at 9:30 a.m., for the proposed subdivision and Project entitlements (see Public Hearing and Communications, Page P-1). Both hearings were attended by 51 individuals, combined. At both hearings, testimony was provided by the Project team; 34 people spoke, of which approximately 32 were in favor of the Project, and approximately two were opposed to the Project. Additionally, 31 written comments were received expressing support of the Project. Support for the Project generally highlighted the benefits of the development, such as neighborhood improvements and growth, new jobs during both construction and operation, pedestrian streetscape and placemaking to beautify the existing community, the provision of affordable housing, and that the proposed school use would benefit the community and potential residents of the Project. Opposition to the Project primarily centered around concerns with the Project's consistency with adjacent industrial land uses and the proposed DTLA 2040 industrial land use designation, and requests for additional affordable housing.

#### CONCLUSION

The 670 Mesquit Project represents an opportunity to bring significant residential, hotel, office, and educational uses to a rapidly changing neighborhood while creating a visual gateway to the Arts District, complementing the new Sixth Street Bridge and PARC and existing and proposed development within the vicinity of the Project. Additionally, the Sign District would permit consistent and complementary signage to be implemented as a placemaking tool, enlivening the proposed publicly accessible open spaces around the Project Site perimeter and ground floor commercial uses, while allowing for additional economic development. Based on the information submitted, the testimony received at the public hearing, and inconsideration of all the facts and mandatory findings for the requested entitlements, City Planning Staff recommends that the City Planning Commission approve the Project and requested entitlements, 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. 74765 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. 74645 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 December 12, 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:
  - a. 895 residential dwelling units
  - b. 271 hotel guest rooms
  - c. 676,437 square feet of office
  - d. 14,345 square feet of retail
  - e. 28,688 square feet of restaurants
  - f. 35,515 square feet of studio/event/gallery/museum space
  - g. 34,000 square feet of gym uses
  - h. 30,000 square feet charter elementary school with a 300-student enrollment capacity
- 2. On-Site Restricted Affordable Units. 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 a minimum of five percent of the total units at rents affordable to Extremely Low Income households and 11 percent of the total units at rents affordable to Very Low Income households, as defined by LAMC Section 11.5.11(a)(1)(ii) and 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 or includes for-sale units, the number of required reserved On-Site Restricted Units may be adjusted, consistent with LAMC Section 11.5.11, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall provide a copy of the recorded covenant to the Department of City Planning for inclusion in this file. On-site restricted affordable units shall be provided in accordance with LAMC Section 11.5.11, to the satisfaction of LAHD, and with any monitoring requirements established by LAHD.
- **3. Developer Incentives.** The project shall be permitted the following:
  - a. A Floor Area Ratio (FAR) of 8:1 in lieu of 6:1
  - b. A zero-foot rear yard setback

- **4. Labor Requirement.** Pursuant to Los Angeles Municipal Code Section 11.5.11, and codified as Section 5.522 of the Administrative Code, the applicant shall confer with Department of Public Works, Bureau of Contract Administration, Office of Contract Compliance, and shall provide the following to the Department of City Planning:
  - a. A signed Preconstruction Checklist Agreement between the Applicant and the Bureau of Contract Administration (maintained in the case file), prior to clearing any Building Permit, which covers the following:
    - i. Licenses. All building and construction work on the project will be performed at all tiers by contractors that are licensed by the State of California and the City of Los Angeles. The project will employ only construction workers that possess all licenses and certifications required by the State of California and the City of Los Angeles.
    - ii. **Local Hire.** At least 30% of all respective workforces' construction workers' hours of Project Work will be performed by permanent residents of the City of Los Angeles. Of these, at least 10% of all their respective workforces' construction workers' hours of Project Work shall be performed by Transitional Workers whose primary place of residence is within a 5-mile radius of the covered project. If such minimums are not met, evidence of a good faith effort to solicit such local workers shall be evidenced.
    - iii. **Wages.** The project will pay construction workers performing Project Work hourly wage rates for those classifications in compliance with the applicable prevailing wage rate determination established pursuant to the California Labor Code.
    - iv. **Training.** At least 60% of construction workforces employed on the project will be:
      - (1) Workers who graduated from a Joint Labor Management apprenticeship training program approved by the State of California.
      - (2) Alternatively, workers employed that have minimum hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program.
      - (3) Workers who are registered apprentices in an apprenticeship training program approved by the State of California or an out-of-state, federally approved apprenticeship program.
    - v. **Bond.** A Bond may be required to ensure compliance.
- **5.** After the project has completed construction, and prior to any Certificate of Occupancy, a signed report from the Bureau of Contract Administration that indicates compliance with the above licenses, local hire, wages, and training requirements shall be added to the case file.
- 6. Northern Landscaped Area, Deck, Deck Plaza, and Optional Deck Concept. The Northern Landscaped Area, Deck, and Optional Deck Concept (should the Optional Deck Concept be constructed), shall be in substantial conformance with Exhibit A, dated December 12, 2024.

#### **CONDITIONS OF APPROVAL**

Pursuant to LAMC Sections 13.17 G.3(b) and 13B.4.5 (Project Exception); 12.24 W.1, 12.24 W.23, and 13B.2.2 (Class 2 Conditional Use Permit); 13B.5.3 (Zone Variance); and 16.05 and 13B.2.4 (Project Review), the following conditions are hereby imposed upon the use of the subject property.

#### **Project Exception Conditions**

- 1. Site Development. The use and development of the Property shall be in substantial conformance with the plans stamped Exhibit A, dated December 12, 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. Exterior Site Lighting. The Project shall be permitted a maximum initial luminance value no greater than 0.50 horizontal and vertical foot candles at the site boundary and at 15 feet beyond the site.
- **3. Light Shielding**. Exterior building lighting shall be shielded or directed toward the areas to be lit to limit light spillover onto off-site uses.

#### **Main Conditional Use Permit for Alcohol Conditions**

- **4.** The use and development of the property shall be in substantial conformance with the site plan and floor plans stamped Exhibit A, dated December 12, 2024, except as may be revised as a result of this action.
- 5. Authorized herein is the sale of a full line of alcoholic beverages for on- and off-site consumption within up to 11 establishments, including restaurants, retail, studio/event/gallery/museum use, and three operators within the hotel (a bar, restaurant, and rooftop establishment), mini-bars within hotel guest rooms, room service to hotel rooms and associated outdoor dining/deck areas.
- 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 LAMC 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.
- 7. <u>MPA Public Hearing Requirement</u>. A public hearing for any Main Plan Approval (MPA) request may be waived at the discretion of the Chief Zoning Administrator.
- **8.** Notwithstanding approved Exhibit A, dated December 12, 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.

- **9.** 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.
- **10.** There shall be no Adult Entertainment of any type pursuant to LAMC Section 12.70.
- 11. 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.
- **12.** 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.
- 13. 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.
- **14.** 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.
- **15.** 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.
- **16.** The Applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.
- 17. 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.
- **18.** 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.

- **19.** 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.
- **20. MVIP Monitoring Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per LAMC 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.
- 21. 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.
- 22. 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.

# **Conditional Use for Helipad Conditions**

- **23.** The Project shall be permitted a helipad incidental to an office building and residential use. The helipad shall not be open to the general aviation public.
- **24.** Use of the helipad for life threatening or other medical emergency situations shall be permitted 24 hours a day, seven days a week, as well as by fire or police helicopters, or other helicopters that may require an emergency landing facility for public safety purposes.
- **25.** Use of the helipad for private business transportation purposes shall be limited to the hours of 7 A.M. to 10 P.M. Monday through Friday, and 8 AM to 10 PM Saturday and Sunday.
- **26.** All Federal, State, and/or local public agency which has, or may in the future have jurisdiction over the location, construction and/or operation of helicopter landing facilities, landing patterns or handling of in-flight helicopter aircraft, shall be strictly observed.
- **27.** No portion of the helipad shall be used for the repair or refueling of helicopters, except in an emergency such as a helicopter malfunction.
- **28.** The operation of the helipad shall be limited to landing and take-off activities only and shall not include any hangar or overnight storage or waiting room.
- 29. The helicopters using the helistop shall be equipped with adequate radio transmission and receiving instruments to permit their control by any public or private agency having present or future control over the flight of the aircraft.
- **30.** The flight approach and flight departure routes shall remain in substantial compliance with those approved by Federal and State agencies regulating such routes.
- **31.** The Applicant shall maintain a log of the date and time of all helicopter flight activities, including the make and model of the helicopters, the ownership of the helicopters and the general purpose of their flight to and from the Project Site. Said log shall be made available to the Department of City Planning and/or Department of Building and Safety upon a requires from said departments.
- 32. A sign shall be posted on the ground floor of the premises, within clear view of any interested person, containing a current telephone number and a name of a person to contact in the event that the facility is causing concerns to the adjacent commercial and/or residential neighbors, in case of an emergency, or is violating any of its approved conditions of approval. The contact person should be a representative of the helipad operator. Any complaints shall be responded to promptly and a log of any calls and responses shall be maintained in the event that the Los Angeles Police Department or any City enforcement agency requests such a log for review.
- **33.** The authorization granted herein is for a period of 20 years from the effective date of this grant. Thereafter, this authorization shall be come null and void and the Applicant shall need to file for and obtain approval of a new conditional use pursuant to LAMC Section 12.24 W.23 to permit the continued use of the helipad.
- **34.** If at any time should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator will have the right to require the business operator(s) to file for a plan approval

application together with associated fees, to hold a public hearing to review the business operator's compliance with and the effectiveness of the conditions of the grant.

# **Zone Variance Conditions**

**35. Reduced Parking Bay Widths.** The Project shall be permitted to provide variable reduced parking bay widths, such that bay widths may be less than the minimum dimensional required by LAMC Section 12.21 A.5(b) in every location.

# **Project Review Conditions**

- **36. Site Development.** The use and development of the Property shall be in substantial conformance with the plans stamped Exhibit A, dated December 12, 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.
- **37. 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 December 12, 2024. Minor deviations from the requirements provided below may be permitted by the Department of City Planning.

## 38. Vehicular Parking.

- a. Vehicular parking shall comply with the parking standards related to any minimum or maximum number of parking spaces applicable to the site as identified in the Chapter 1A regulations of the DTLA 2040 zoning update..
- b. All vehicle parking shall be accommodated within subterranean levels, and a maximum of one at-grade and one mezzanine level. Any above grade parking shall be screened and architecturally integrated into the building design.
- c. Entrances, elevators, and stairs for parking structures shall be easily accessible and highlighted architecturally.
- d. Any above-grade parking shall be designed to be utilized and easily repurposed to other uses.
- e. The height of each parking level shall have sufficient clearance to be adaptable to non-parking uses. Once converted, the building shall permit a minimum floor to ceiling height of nine feet for commercial uses.
- **39. Open Space.** The residential open space plans of Exhibit A, dated December 12, 2024, shall be revised to comply with any applicable requirements of LAMC 12.21 G.
- **40. Northern Landscaped Area, Deck, Deck Plaza, and Optional Deck Concept.** The Northern Landscaped Area, Deck, and Optional Deck Concept (should the Optional Deck Concept be constructed), shall be in substantial conformance with Exhibit A, dated December 12, 2024, and shall be subject to the following:.

- a. The Northern Landscaped Area, Deck, Deck Plaza, and Optional Deck Concept shall remain ungated and publicly accessible 24 hours a day.
- b. Direct pedestrian access shall be provided to the publicly accessible areas, to allow access from the 7<sup>th</sup> Street Bridge and the Project Site, and to the 6<sup>th</sup> Street Bridge PARC.
- c. The Landscape Plan for the Option Deck Concept shall be designed to include a sufficient number, size, and type of trees to provide screening of the east-facing Digital Display (Sign D2 in the Mesquit Sign District) from view from the Los Angeles River and the 7<sup>th</sup> Street Bridge.
- **41. 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, with the exception of LAMC Section 13.17 F.3. 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 (enclosed and screened). 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. Transportation System Management (TSM) Improvements.** Provide the following improvements to LADOT's Automated Traffic Surveillance and Control system (ATSAC):
  - a. One three-inch conduit, one 24SM fiber optic cable, one 25 pair interconnect on 7<sup>th</sup> Street between Santa Fe Avenue and Alameda Street.
  - b. A new closed circuit TV camera at the intersection of Santa Fe and 7th Street.

A final determination on how to implement the ATSAC improvements listed above will be made by LADOT prior to the issuance of the first building permit. These improvements will be implemented either by the Applicant Bureau of Engineering's (BOE) B-permit process or through a direct payment to LADOT to fund the cost of the upgrades and improvements. If the upgrades and improvements are implemented by the Applicant through the B-Permit process, then these improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any Certificate of Occupancy. Temporary Certificates of Occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

- **47.** The Applicant shall be responsible for the cost and implementation of any necessary bus stop relocations and lost parking meter revenues associated with the Project's transportation improvements.
- 48. Transportation Management Organization (TMO). Following issuance of a Certificate of Occupancy, the Applicant shall become a member of the Arts District TMO/Arts District portion of the Downtown TMO and make a one-time contribution of \$100,000 to TMO operations and marketing efforts. In addition, the Applicant will encourage the Project's office and hotel lessees to become members of the TMO and maintain their membership on an ongoing basis.
- **49. Physical Intersection Improvements.** The Project shall include the following transportation improvements:
  - a. Santa Fe Avenue & Jesse Street: Improve the eastbound and westbound approaches along Jesse Street to provide a left-only turn lane.
  - b. Santa Fe Avenue & 7th Street: Improve the southbound approach along Santa Fe Avenue to provide a left-only lane and upgrade curb ramps to include tactile warning strips and crosswalks to continental crosswalks.

All proposed street improvements must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any Certificate of Occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact LADOT's B-Permit Coordinator, ladot.planprocessing@lacity.org, to arrange a pre-design meeting to finalize the proposed design.

- **50. Traffic Signal Warrant Analysis.** Any proposed signal installation is subject to final approval by LADOT. The signal warrant analysis determined that the projected volumes would meet standard signal warrants for installation of a signal at eight unsignalized intersections. Out of the eight intersections that met the peak hour signal warrant analysis, three signal warrants would be triggered due to the trips generated by the Project (i.e., signals are only warranted when Project trips were added). Those three intersections are:
  - South Santa Fe Avenue & Mesquit Street
  - South Santa Fe Avenue & Jesse Street
  - Mesquit Street & Jesse Street

The satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. If LADOT makes the determination that a traffic signal is warranted and needed at the intersection, then the Applicant would be responsible to cover all costs associated with the design and installation of the new signal. During the Project's building permit approval process, the Applicant should work with LADOT's Central District Office for a final determination on the need for a traffic signal at the location.

**51. Project Access and Circulation.** Any changes to the Project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as soon as possible with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024 or email: ladot.onestop@lacity.org). Driveway placement and design shall be approved by the Department of City Planning in consultation with LADOT.

- **52. 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.
- **53. 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**

- **54. Implementation**. The Mitigation Monitoring Program (MMP), attached as "Exhibit E" 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.
- **55. 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.

56. 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.

## <u>Administrative Conditions of Approval</u>

- **57. 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.
- **58. 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.
- **59. 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.
- **60. 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.
- **61. 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.
- **62. 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.
- 63. 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.
- **64. 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.

**65.** 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**

The 670 Mesquit Project includes the following requests for Legislative Actions: 1) a General Plan Amendment to change the land use designation for the Project Site from Heavy Industrial to Regional Commercial; 2) a General Plan Amendment to reclassify Mesquit Street adjacent to the Project Site between 6th Street and 7th Street from a Collector Street to a Local Limited Street; 3) a Vesting Zone Change and Height District Change to change the zone from M3-1-RIO to (T)(Q)C2-2-RIO with two Developer Incentives, per LAMC Section 11.5.11(e), to allow an 8:1 FAR in lieu of the otherwise permitted maximum 6:1 FAR and zero-foot rear yard setback; 4) establishment of the Mesquit Sign District Supplemental Use District to regulate signage within the Project Site. These actions will be referred to herein as the "Legislative Actions" and where not expressly enumerated, are intended to include all of the requested actions and the development of the Project.

## **GENERAL PLAN/CHARTER FINDINGS**

The Project and associated Legislative Actions 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 (Community Plan) area, which was adopted by the City Council in December 2000. The approximately five-acre Project Site is located in the Arts District neighborhood, adjacent to the Los Angeles River, and is bounded by the Sixth Street Bridge to the north, Mesquit Street to the west, 7<sup>th</sup> Street to the south, and the freight and passenger rail lines and rail yards (Railway Properties) owned by National Railroad Passenger Corporation (Amtrak), Burlington Northern/Santa Fe Railway Company (BNSF), and the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles River to the east.

The Community Plan currently designates the Project Site with a General Plan Land Use Designation of Heavy Industrial and is zoned M3-1-RIO. As proposed, the General Plan Amendment would: 1) change the land use designation for the Project Site from Heavy Industrial to Regional Commercial; and 2) reclassify Mesquit Street adjacent to the Project Site between 6th Street and 7th Street from a Collector Street to a Local Limited Street. In conjunction with this request, the Project proposes a Vesting Zone Change and Height District Change to modify the existing zoning from M3-1-RIO to (T)(Q)C2-2-RIO. Thus, in conjunction with the requests, the recommended (T)(Q)C2-2-RIO Zone would be consistent with the proposed Regional Commercial land use designation and the Project and associated Legislative Actions would be in substantial conformance with the purpose, intent, and provisions of the General Plan land use designation as reflected within the Community Plan and Mobility Plan 2035.

## 2. General Plan Text, Elements, Objectives And Policies

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, and Housing 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, Mobility Plan 2035, Health and Wellness Element, Air Quality Element, and the Land Use Element – Central City North Community Plan (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 polices 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 would be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development residential units and commercial uses in accordance with the applicable policies of the Community Plan. Specifically, the Project would be consistent with the following goals, objectives, and policies, as set forth in the General Plan Framework Land Use Chapter.

#### Regional Centers

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.

**Policy 3.1.5:** Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.

- **Objective 3.2:** To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle 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 3.3:** Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.
- **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.
  - **Objective 3.9**: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.
    - **Policy 3.9.2:** Encourage the integration of school classrooms, libraries, and similar educational and cultural facilities within commercial, office, and mixed commercial-residential structures.
    - **Policy 3.9.9:** Require that outdoor areas of developments, parks, and plazas located in community centers be lighted for night use, safety, and comfort commensurate with their intended nighttime use, where appropriate.
  - **Objective 3.14:** Provide land and supporting services for the retention of existing and attraction of new industries.
- **Goal 3L:** Districts that promote pedestrian activity and provide a quality experience for the City's residents.
  - **Objective 3.16:** Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.
- Goal 7A: A vibrant economically revitalized City.

The Project would replace existing freezer, cold storage, dry storage warehouses, and surface parking with the Project's vast range of programming, including up to: 676,437

square feet of office: 271 hotel quest rooms: 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of retail; 28,688 square feet of restaurants; 35,515 square feet of studio/event/gallery/museum space; 34,000 square feet of gym uses; and a 30,000 squarefoot charter elementary school. The proposed uses would be accommodated in four, interconnected buildings, ranging in height from 210 feet to 378 feet, located above subterranean and podium parking. The Project includes a significant amount of open spaces areas including publicly accessible open spaces. This includes the Northern Landscaped Area and the Mesquit Plaza as well as streetscape buffers/areas and landscape buffers on the ground floor; and on the deck level, which is equivalent to Level 3, the Project proposes various deck areas that face the Los Angeles River. Additionally, the Project may also include the construction of a 64,900 square-foot, publicly-accessible Optional Deck Concept that would extend over a portion of the adjacent Railway Properties east of the Project Site. The Project includes a request for a Project Exception to the RIO District to allow for adequate site lighting to ensure the Project's outdoor areas are lit for night use, safety, and comfort commensurate with their intended nighttime use. Where appropriate, landscape lighting, including path and uplighting would be provided. Thus, the Project's public open space components would contribute to a healthy living environment and a more livable city.

The Project Site is located in an urbanized area and generally surrounded by low-to medium-rise industrial and commercial buildings and a mix of land uses that include industrial, commercial, open space, and public facilities uses. Public transit service in the immediate 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); and includes Metro Rapid 720, three Metro Local bus routes, and the LADOT Loop A all within approximately one-quarter mile from the Project Site; as well as the Metro E Line Pico/Aliso Station and Union Station, approximately 0.7 and 1.5 miles from the Project Site, respectively. By providing housing, a school, and jobs in proximity to public transit, including multiple local and regional bus lines, within walking distance to several bus stops along 7<sup>th</sup> Street, Alameda Street, and Palmetto Street, the Project would reduce Vehicle Miles Traveled (VMT).

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. As such, the redevelopment of the site would better complement the greater Downtown area by introducing of a new mixed-use development, as well as the provision of publicly accessible open spaces within close proximity to public transit, such that residents and/or visitors of the Arts District and/or Downtown Los Angeles would have a new and nearby location to work, eat, and gather, making the Arts District neighborhood a destination.

While there are no existing bicycle lanes, paths, or routes adjacent to the Project Site, bicycle lanes are located in the Project vicinity along 3<sup>rd</sup> Street between 4<sup>th</sup> Place and Santa Fe Avenue, and east of Garey Street, as well as along 2<sup>nd</sup> Street between Alameda Avenue and Santa Fe Avenue, and along 1<sup>st</sup> Street from Beaudry Avenue to Mission Street. Additionally, the Project would encourage bicycle and pedestrian use by providing bicycle facilities and a new pedestrian connection to the future Sixth Street PARC, and as well to the Los Angeles River and 7<sup>th</sup> Street.

Therefore, the Project and associated Legislative Actions would be consistent with the applicable goals, objectives, and policies in the Regional Centers Land Use Chapter of the

Framework Element.

## **Industrial**

**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 5 of the ILUP. The ILUP Map for Analysis Area 5 shows that the Project Site land use at the time was predominantly light industrial and

residential uses. Currently, the Site is comprised of one- to four-story freezer, cold storage. and dry storage warehouses and surface parking. The Project is consistent with and would complement the land use patterns and uses in the immediate area, which is located in an urbanized area, adjacent to the Los Angeles River, and is generally surrounded by a mix of land uses that include industrial, commercial, open space, and public facilities uses, ranging from low- to mid-rise buildings on properties zoned for industrial uses. The approximately five-acre site is not well-suited for modern large-scale industrial operations as it is developed with one- to four-story warehouse buildings and a linear and relatively narrow surface parking lot. The Project would include community benefits, such as Electric Vehicle (EV) parking and publicly accessible open space areas such as the ground floor Entry Plaza, Mesquit Paseo along the Mesquit Street frontage; the Northern Landscaped Area, which would introduce a new pedestrian connection to the Sixth Street Bridge PARC; and a 64,900 square-foot Optional Deck Concept which would extend over a portion of the adjacent Railway Properties east of the Project Site, is conditioned to be open 24 hours a day, and would provide new pedestrian connections to the Los Angeles and 7th Street, 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 industrial with ancillary commercial 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 requests General Plan Amendments to the Central City North Community Plan land use designation for the Project Site from Heavy Industrial to Regional Commercial; and to the Transportation Element of the General Plan (Mobility Plan 2035) to reclassify Mesquit Street adjacent to the Project Site between 6th Street and 7th Street from a Collector Street to a Local Limited Street. Although the Project Site is currently zoned industrial, the existing uses of the site are do not generate a significant number of quality industrial jobs. The Project would include 989,195 square feet of commercial uses, generating approximately 3,056 jobs. 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: 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 amendment to the General Plan land use designation and development of the Project would not result in a fragmented pattern of development. Specifically, the

surrounding area is surrounded by a mix of land uses that include industrial, commercial. open space, and public facilities uses, ranging from low- to mid-rise buildings. To the north across the Sixth Street Bridge are one- to three-story office buildings, manufacturing buildings, and Metro Facility Location 64 (a maintenance and repair facility). To the east of the Project Site are the Railway Properties owned by Amtrak, BNSF and Metro. To the south of the site across the Seventh Street Bridge, are one- to four-story mixed-use residential, commercial, office buildings. To the west of the Project Site and across and adjacent to Mesquit Street are multi-story, mixed-use residential uses and single-story, industrial/commercial uses with surface parking, and the Department of Water and Power River Switching Station electricity substation with an associated electrical tower and a transmission line right-of-way that crosses the Los Angeles River, bisecting the Project Site. Additionally, there are mixed-use and residential buildings within walking distance of the Project Site, such as the six-story multi-unit residential building located at 825 East 4th 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 approximately five acres or approximately 0.55 percent of the industrially-zoned land in the Community Plan. The Project would result in 3,086 employees 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, and as previously mentioned, the Project Site is not well-suited for modern large-scale industrial operations. Therefore, the Project would not conflict with policy listed above and would, in fact, be 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 would be compatible with and complement the existing mix of industrial, residential, arts production, and retail uses within the immediately surrounding area.

Therefore, the Project and associated Legislative Actions would be consistent with the applicable goals, objectives, and policies in the Industrial Land Use Chapter of the Framework Element.

## 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.

**Policy 5.5.1:** Plant and/or facilitate the planting of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in the City.

**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.

**Policy 5.9.2:** Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.

The Project would replace an existing cold storage facility with a mixed-use development totaling up to 1,792,103 square feet consisting of the following: 676,437 square feet of office; 271 hotel guest rooms within 200,210 square feet of floor area; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of general retail uses; 28,688 square feet of restaurant uses; 35,515 square feet of studio/event/gallery/museum space; a 34,000 square-foot gym; and a 30,000 square-foot charter elementary school. The proposed uses would be accommodated within four, interconnected buildings, ranging in height from 210 feet to 378 feet, located above subterranean and podium parking. The Project may also include a 64,900 square-foot, publicly accessible Optional Deck Concept that would extend over the Railway Properties towards the Los Angeles River.

The Project Site is located in the Arts District neighborhood, a vibrant region in the City that was previously developed with low-rise industrial warehouses and 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. The Project would connect neighborhoods to the east, including Boyle Heights, East Los Angeles, and Lincoln Heights, and the west including Chinatown, Little Tokyo, and downtown Los Angeles to the Arts District neighborhood.

Coupling new, pedestrian-scaled restaurant, retail, hotel, studio/event/gallery/museum, and office uses with access to the Los Angeles River would ensure continuous activity during commercial business hours, thus increasing eyes on the street and safety throughout the day and night. Additionally, extensive public open space and the Project's pedestrian improvements would enhance the walkability and livable pedestrian realm, including landscaping, lighting, street trees. Specifically, the Project would create a new pedestrian corridor in the Arts District neighborhood via the proposed open space elements such as the Northern Landscaped Area, the Streetscape Buffers, the Deck, the Mesquit Plaza, and the Deck Plaza that would connect to new access points from the Project Site to the Sixth Street Bridge and PARC, Mesquit Street and Jesse Street, and 7th Street and Seventh Street Bridge. Residents, hotel guests, employees, students, and visitors on and surrounding the Project Site would be able access the Los Angeles River, as well as the Project's retail uses and public open spaces, including various landscaped amenity and deck areas, such as the Optional Deck Concept, which, if constructed, is conditioned to be open 24 hours a day to pedestrians.

The Project has been designed such that the ground floor Entry Plaza is visible from Mesquit Street and accessible by Project residents, employees, and visitors. Appropriate lighting and other security measures would be incorporated into the design of the building. Additionally, the Project includes a Sign District that would focus architecturally integrated digital signage, among other types of signs, on the site.

Finally, the Regional Commercial designation corresponds to the intensity of development and pedestrian activity, identified in the goals listed above, and would be consistent with the changing conditions in the Community Plan and provide flexibility for future development. Therefore, the Project and associated Legislative Actions would be consistent with the Urban Form and Neighborhood Design Chapter of the Framework Element.

## Chapter 6: Open Space and Conservation

**Goal 6A:** An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.

**Objective 6.3:** Ensure that open space is managed to minimize environmental risks to the public.

**Policy 6.4.4:** Consider open space as an integral ingredient of neighborhood character, especially in targeted growth areas, in order that open space resources contribute positively to the City's neighborhoods and urban centers as highly desirable places to live.

**Policy 6.4.8:** Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.

- a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.
- b. Encourage the improvement of open space, both on public and private property, as opportunities arise.

The Project Site is located in the Arts District neighborhood, a vibrant region in the City that was previously developed with low-rise industrial warehouses and now 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. Open space is an integral part of the Project and would improve the overall Arts District neighborhood setting, which continues to be a highly desirable place to live.

The Project would include 895 residential units and would be required to provide 89,725 square feet of usable open space based on proposed unit mix. The Project would provide open space to exceed this requirement, of which a significant portion would be publicly accessible open spaces, with an additional 64,900 square feet of open space if the Optional Deck Concept is constructed. Additionally, the Project would create a new

pedestrian corridor in the Arts District neighborhood via the proposed open space elements such as the Northern Landscaped Area, the Streetscape Buffers, the Deck, the Mesquit Plaza, and the Deck Plaza that would connect to new access points from the Project Site to the Sixth Street Bridge and PARC, Mesquit Street and Jesse Street, and 7th Street and Seventh Street Bridge. Residents, hotel guests, employees, students, and visitors on and surrounding the Project Site would be able access the Los Angeles River, as well as the Project's retail uses and public open spaces.

Therefore, the Project and associated Legislative Actions are consistent with the Open Space Chapter of the Framework Element.

## Chapter 7: Economic Development

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.

**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.

**Policy 7.2.3:** Encourage new commercial development in proximity to rail and bus transit corridors and stations.

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

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

**Objective 7.6:** Maintain a viable retail base in the City to address changing resident and business shopping needs.

**Policy: 7.6.3:** Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers.

**Objective 7.10:** Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers.

The Project would replace an existing cold storage facility with a mixed-use development totaling up to 1,792,103 square feet consisting of the following: 676,437 square feet of office; 271 hotel guest rooms within 200,210 square feet of floor area; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of general retail uses; 28,688 square feet of restaurant uses; 35,515 square feet of studio/event/gallery/museum space; a 34,000 square-foot gym; and a 30,000 square-foot charter elementary school. The proposed uses would be accommodated within four, interconnected buildings, ranging in height from 210 feet to 378

feet, located above subterranean and podium parking. The Project may also include a 64,900 square-foot, publicly accessible Optional Deck Concept that would extend over the Railway Properties towards the Los Angeles River.

The Project Site is located in an area of the City that is well served by public transit and is within walking distance to several bus stops along 7<sup>th</sup> Street, Alameda Street, and Palmetto Street. Public transit service in the immediate vicinity is currently provided by Metro and LADOT DASH; and includes Metro Rapid 720, three Metro Local bus routes, and the LADOT Loop A all within approximately one-quarter mile from the Project Site; as well as the Metro E Line Pico/Aliso Station and Union Station, approximately 0.7 and 1.5 miles from the Project Site, respectively. The Project would not encroach into existing residential neighborhoods and there are no existing residential units located on the site.

The Project Site is located in an urbanized area and generally surrounded by low-to medium-rise industrial and commercial buildings and a mix of land uses that include industrial, commercial, open space, and public facilities uses. 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 wide range of uses and programming offered by the Project for residents, hotel guests, employees, and visitors on and surrounding the Project Site, would establish a balance of land uses that provide for commercial development that can respond to evolving market demands, support the Arts District neighborhood by introducing 989,195 new square feet of commercial uses which met the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality through the development of a mix of integrated and supporting land uses within a single site, while generating tax and property revenues to the City.

Therefore, the Project and associated Legislative Actions would be consistent with the Economic Development Chapter of the Framework Element.

## **Housing Element**

The City's Housing Element for 2021-2029 (Housing Element) was adopted by the Los Angeles City Council on November 24, 2021, and identifies the City's housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City's housing and growth strategy. The Project will be in conformance with the objectives and policies of the Housing Element, as described below.

- **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 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households, in compliance with the requirements of Measure JJJ. The requested Legislative Actions 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 residential unit types, including studio, one-bedroom, and penthouse units. As such, there are no existing residents who have been displaced and a greater variety and diversity of housing choices that will result.

The Project utilizes development incentives granted by Measure JJJ to provide a higher density of residential units than would otherwise be permitted, thereby facilitating the creation of a more affordable units and addressing the need for affordable housing in the City. The Project has been carefully designed and conditioned in order to provide a pedestrian-friendly experience, including common open space areas and extensive landscaping which includes shade-producing trees and street trees, where feasible.

## **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 1: Safety First

**Policy 1.1:** Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.

## 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 3.3:** 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 3.4:** Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit 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.

## Chapter 4: Collaboration, Communication & Informed Choices

**Policy 4.8:** Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.

#### Chapter 5: Clean Environments & Healthy Communities

**Policy 5.2:** Support ways to reduce vehicle miles traveled (VMT) per capita.

The Project would replace an existing cold storage facility with a mixed-use development totaling up to 1,792,103 square feet consisting of the following: 676,437 square feet of office; 271 hotel guest rooms within 200,210 square feet of floor area; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of general retail uses; 28,688 square feet of restaurant uses; 35,515 square feet of studio/event/gallery/museum space; a 34,000 square-foot gym; and a 30,000 square-foot charter elementary school. The proposed uses would be accommodated within four, interconnected buildings, ranging in height from 210 feet to 378 feet, located above subterranean and podium parking. The Project may also include a 64,900 square-foot, publicly accessible Optional Deck Concept that would extend over the Railway Properties towards the Los Angeles River.

Public transit service in the immediate vicinity is currently provided by Metro and LADOT DASH; and includes Metro Rapid 720, three Metro Local bus routes, and the LADOT Loop A all within approximately one-quarter mile from the Project Site; as well as the Metro E Line Pico/Aliso Station and Union Station, approximately 0.7 and 1.5 miles from the Project Site, respectively.

The Project proposes to provide 263 short-term and 522 long-term bicycle parking spaces. Short-term bicycle parking shall be provided by the various entries and/or lobbies for the various uses, as well as in the Mesquit Paseo. Long-term bicycle parking shall be provided within the subterranean, ground floor, and mezzanine parking levels. A bicycle shop will be provided in Basement Level 1 and will serve as an amenity to bicycle owners as a space that can be used to make repairs or other maintenance. While there are no existing bicycle lanes, paths, or routes adjacent to the Project Site, bicycle lanes are located in the Project vicinity along 3<sup>rd</sup> Street between 4<sup>th</sup> Place and Santa Fe Avenue, and east of Garey Street, as well as along 2<sup>nd</sup> Street between Alameda Avenue and Santa Fe Avenue, and along 1<sup>st</sup> Street from Beaudry Avenue to Mission Street. Additionally, the Project would encourage bicycle and pedestrian use by providing bicycle facilities and a new pedestrian corridor in the Arts District neighborhood via the proposed open space elements such as the Northern Landscaped Area, the Streetscape Buffers, the Deck, the Mesquit Plaza, and the Deck Plaza, which would connect to new access points from the Project Site to the Sixth Street Bridge and PARC, Mesquit Street and Jesse Street, and 7<sup>th</sup> Street and Seventh Street

Bridge. Residents, hotel guests, employees, students, and visitors on and surrounding the Project Site would be able access the Los Angeles River, as well as the Project's retail uses and public open spaces, including various landscaped amenity and deck areas, such as the Optional Deck Concept, which, if constructed, is conditioned to be open 24 hours a day to pedestrians and would offer expansive views of the Los Angeles River.

The Project would prioritize the safety of all road users by creating a pedestrian-oriented public realm along Mesquit Street and the Los Angeles River with maintained street lighting along all street frontages, including newly landscaped areas. Project lighting would be introduced at building entrances and walkways to facilitate pedestrian orientation and clearly identify and secure pedestrian routes between parking areas and building points of entry. As conditioned, light sources would be shielded and/or directed toward Project Site areas to minimize light spill-over to neighboring properties and the surrounding area while utilizing low-level exterior lights at the Project Site perimeter, as needed, for security and wayfinding purposes. As discussed under Finding No. 8 below, the Project is requesting an exception to the RIO District to allow a maximum initial luminance value no greater than 0.50 horizontal and vertical foot candles at the site boundary and 15 feet beyond the site, to help increase personal safety at all times of the day. Providing this level of luminance would minimize risks to the 24-hour publicly accessible deck from lack of proper lighting.

Overall, the Project would ensure a safe and accessible pedestrian environment by focusing on public-facing street frontages, with active ground floor uses that maintain a high level of transparency, façade articulation, shade and design elements, and ground floor entries accessible from the street level, while providing new pedestrian access points from the Project Site to the Sixth Street Bridge, Seventh Street Bridge, and Los Angeles River. Additionally, the Project would support the promotion of equitable land use decisions that result in fewer vehicle trips, reduce traffic effects, and support first-mile/last-mile connections through the implementation of various improvements to encourage the use of public transit and alternative methods of mobility, including short-term and long-term bicycle parking, the implementation of a TDM Program, monetary contributions toward Transportation Systems Management (TSM) improvements, and physical improvements to LADOT's Automated Traffic Surveillance and Control system, among other improvements.

Therefore, the Project and associated Legislative Actions would be consistent with the goals and policies of the Mobility Plan 2035

## **Health and Wellness Element**

Adopted in March 2015 with a technical update in 2021, 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 would be consistent with the following policies of the Health and Wellness Element:

#### 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**

**Goal 4:** Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

**Objective 4.2:** Reduce vehicle trips and vehicle miles traveled associated with land use patterns.

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

**Policy 4.2.5:** Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.

**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 would replace an existing cold storage facility with a mixed-use development totaling up to 1,792,103 square feet consisting of the following: 676,437 square feet of office; 271 hotel guest rooms within 200,210 square feet of floor area; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of general retail uses; 28,688 square feet of restaurant uses; 35,515 square feet of studio/event/gallery/museum space; a 34,000 square-foot gym; and a 30,000 square-foot charter elementary school. The proposed uses would be accommodated within four, interconnected buildings, ranging in height from 210 feet to 378 feet, located above subterranean and podium parking. The Project may also include a 64,900 square-foot, publicly accessible Optional Deck Concept that would extend over the Railway Properties towards the Los Angeles River.

Public transit service in the immediate vicinity is currently provided by Metro and LADOT DASH; and includes Metro Rapid 720, three Metro Local bus routes, and the LADOT Loop A all within approximately one-quarter mile from the Project Site; as well as the Metro E Line Pico/Aliso Station and Union Station, approximately 0.7 and 1.5 miles from the Project Site, respectively. With the development of 895 new residential units, the Project would contribute to jobs-housing balance in an area of the City that is well served by public transit and is within walking distance. These characteristics are consistent with good planning practice, and would reduce VMT, fuel consumption, and associated greenhouse gas emissions,

contributing to trip reduction and congestion management in the Project Site vicinity.

Additionally, the Project focuses on creating a pedestrian-scale, inviting, and well-designed ground floor façade along Mesquit Street and Los Angeles River. The Project would ensure that the use of pedestrian-oriented ground floor elements such as benches, high transparency ground floors, active uses, and landscaping are utilized to promote walking throughout and around the Project Site, in addition to reducing vehicle usage by providing long- and short-term bicycle parking.

In addition, the Project's commitment to LEED Silver certification or equivalent green building standards would help reduce its energy and emission footprint, and the per capita greenhouse gas emissions. The Project provides service amenities and building features to improve the health and air quality for current and future users of the Site, such as EV parking, weather-based irrigation systems and water-efficient plants with drought-tolerant species, shade trees in public areas, green walls in some outdoor areas, and vegetated roofs or cool roof systems to help reduce energy.

Therefore, the Project and associated Legislative Actions would be consistent with the goals and policies of the Health and Wellness Element and Air Quality Element.

## 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, as discussed below.

#### 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 mixed-use development comprised of 895 residential units including 45 units for Extremely Low Income households and 99 units for Very Low Income households, in compliance with the requirements of Measure JJJ. The requested

Legislative Actions would help facilitate the additional provision of housing on a site where housing would not have been previously permitted. As there is no existing on-site housing, the Project would not displace any existing residents and instead would demolish one- to four-story freezer, cold storage and dry storage warehouses and surface parking. Further, the Project Site is located in a Transit Priority Area and adjacent to several bus lines and 0.7 miles from the Metro E Line Pico/Aliso Station and approximately 1.5 miles from the Union Station transportation hub, increasing accessibility to and from the Project Site via walking and transit. The Project would introduce new residential units and commercial uses such as new restaurant, retail, studio/event/gallery/museum uses 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 and a mix of land uses that include industrial, commercial, open space, and public facilities uses. 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 site would be from the Mesquit Plaza. The entry to the upper-level commercial spaces would be provided via elevators and stairways from the Mesquit Plaza, or via the Deck and 7<sup>th</sup> Street. Buildings 1 through 3 are spaced approximately 60 feet apart and are oriented parallel to the Los Angeles River, the Mesquit Paseo, and various open space areas, which breaks up the massing along the Deck and Mesquit Street Frontage. On the upper floors, the placement and articulation of the balconies and terraces for all uses creates a unique and ecological design language appropriate to the natural and industrial setting of the Project Site. 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 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.

Therefore, the Project and associated Legislative Actions would be in conformance with the 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 989,195 square feet of commercial uses 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 that blends industrial and ecological design elements to create an urban arroyo that flows into the Los Angeles River. Each building incorporates windows, balconies, terraces, and jagged, extruding floor plates that provide texture and articulation across every building façade and for all uses above Level 5. The design of the ground floor incorporates the utilitarian design elements from the surrounding Arts District neighborhood.

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 approximately five-acres or approximately 0.55 percent of the industrially-zoned land in the Community Plan. The Project's commercial uses which would generate 3,056 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, which 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.

Therefore, the Project and associated Legislative Actions would be consistent with the commercial goals, objectives, and policies, as well as 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 (RIO) District 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. The Project would further the relevant objectives of the Los Angeles River Design Guidelines by employing high quality, attractive and distinguishable architecture (Objective 2). As discussed in Finding No. 8 below, the Project is requesting an Exception from the exterior site lighting standards of the RIO District in order to allow a maximum initial luminance value no greater than 0.50 horizontal and vertical foot candles at the site boundary and 15 feet beyond the site, to help increase personal safety at all times of the day.

- 3. Charter Finding 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 General Plan Amendment represents an Amendment in Part of the Central City North Community Plan, representing a change to the social, physical, and economic identity of Project Site, which is currently designated as Heavy Industrial and zoned M3-1-RIO. The Project's initiated General Plan Amendments from the Central City North Community Plan to change the land use designation from Heavy Industrial to Regional Commercial, and from the Transportation Element (Mobility Plan 2035) to reclassify Mesquit Street adjacent to the Project Site between 6th Street and 7th Street from a Collector Street to a Local Limited Street, and associated recommended Vesting Zone Change and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO would allow for the proposed mix of residential, office, hotel, retail, restaurants, studio/event/gallery/museum, and educational uses, where the site is currently improved with freezer, cold storage, and dry storage warehouses with associated office space, loading docks, and surface parking uses, supporting the City's efforts to provide housing in appropriate infill locations near existing activity centers, while retaining complementary commercial and office uses.

The Project Site has its own social, physical, and economic identity in that it is comprised of four contiguous lots, totaling approximately five acres in size, and is located in the heart of the Arts District, 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 General Plan Amendment would allow the Project Site to contribute high-rise, residential, office, hotel, retail, restaurants, studio/event/gallery/museum, and educational uses to strengthen the economic identity of the surrounding area, which currently includes a mix of office, industrial, residential, commercial, retail and restaurant uses ranging from low-rise to medium-rise buildings. The General Plan Amendment would allow new development to bring a mix of uses that would result in an active street life thereby contributing to the conservation of the significant economic identity of the Project Site while introducing new residential, commercial, and educational uses that contribute to the significant social and physical identity of the Arts District.

The Arts District neighborhood was previously developed with low-rise industrial warehouses and 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. The proposed uses would be compatible with and complement the existing mix of residential, retail, restaurant, hotel, and office uses, as well as industrial and warehouse facilities contained in low-rise and mid-rise buildings of widely varying age.

The Project represents an opportunity to provide new, mixed-income housing, and job-producing commercial uses including office, hotel, retail, restaurants, studio/event/gallery/museum, and educational uses which are compatible and complementary to existing and proposed development within the surrounding area.

The Applicant has requested Developer Incentives to permit an FAR of 8:1 and a zero-foot rear yard setback. If the Developer Incentive were not approved, the number of residential units would be reduced, contributing less overall to the City's goals and the Central City North Community Plan's goal and objective of providing an equitable distribution of housing type and cost, as well as developing incentives that encourage the production of various types of housing. Of the 895 residential units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 45 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 99 units) would be set aside for Very Low-Income Households. As such, the Project appropriately locates needed market-rate and affordable residential density near transit, jobs, entertainment, and services within Arts District and Downtown Los Angeles, creates new commercial and educational uses for the neighborhood, and promotes pedestrian activity in the general vicinity.

Redesignating the land use of the Project Site and reclassifying Mesquit Street reinforces an area that has its own economic and physical identity in the form of: 1) contributing to the available housing stock within the City and towards alleviating the housing crisis in the City, 2) 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 residential and economically productive uses in the immediate area around the Project Site, 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 and the Transportation Element, as the Project would contribute to and strengthen an area which has significant social, economic, or physical identity.

- **b. Initiation of Amendments.** In compliance with this subsection, the Director of Planning signed a General Plan Initiation form for the Project on January 13, 2017.
- **4. Charter Finding City Charter Finding 556.** The action is in substantial conformance with the purposes, intent and provisions of the General Plan.

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 with a land use designation of Heavy Industrial which lists the corresponding zone of M3. The Project Site is presently zoned M3-1-RIO, which is

consistent with the existing land use designation. As recommended, the amendment would re-designate the Project Site from Heavy Industrial to Regional Center Commercial and reclassify Mesquit Street adjacent to the Project Site between 6th Street and 7th Street from a Collector Street to a Local Limited Street. The amendment of the land use designation, in conjunction with the recommended Vesting Zone and Height District Change to (T)(Q)C2-2-RIO, would allow the redevelopment of the Project Site with a new mixed-use project comprised of up to 676,437 square feet of office; 271 hotel guest rooms within 200,210 square feet of floor area; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of general retail uses; 28,688 square feet of restaurant uses; 35,515 square feet of studio/event/gallery/museum space; a 34,000 square-foot gym; and a 30,000 square-foot charter elementary school.

The Project Site is located within an immediate area that is designated and zoned for manufacturing uses but has been developed and continually utilized with a mixture of residential, commercial, and industrial uses. Warehouse and industrial uses on the Project Site have been in operation since 1908, while the current primary business, Rancho Cold Storage, has operated on-site for more than 30 years in addition to other on-site businesses including Hidden Villa Ranch, Integrated Food Service, and Harvey's Produce. The Project is consistent with the land use patterns and uses in the Arts District, which is developed with a variety of commercial, residential, and live-work projects on properties zoned or previously zoned for industrial uses. The Project's proposed uses that would be implemented by the proposed Legislative Actions are generally consistent with the overarching vision of the adopted Community Plan.

The legal standard that governs whether a project will be consistent with applicable land use policies is whether it will be in harmony with the applicable land use plan. State law does not require an exact match between a proposed project and the applicable general plan. To be consistent with a general plan, a project must be compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, meaning, the project must be in agreement or harmony with the applicable plan. Moreover, an action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

As detailed in Findings No. 1-3 above, and incorporated here by reference, the initiated General Plan Amendment complies with LosAngeles City Charter Section 556 in that it is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness and Air Quality Elements and the Land Use Element – Central City North Community Plan, as the Project would increase housing choices at varying income levels and different unit types; introduce new land uses while providing complementary economically productive uses; and enhance the pedestrian environment by activating ground floor uses, within proximity to existing and proposed transit and existing employment, amenity, and commercial centers within Downtown Los Angeles and the Arts District. The proposed Legislative Actions would fulfill the intent of the associated plans by allowing for a greater scale of complementary development, fulfilling many of the goals, objectives, and policies of various elements of the General Plan, which generally seek to promote pedestrian-oriented development within established centers.

**5. City Charter Finding 558.** Adoption of the proposed ordinance, order or resolution will be in conformity with public necessity, convenience, general welfare and good zoning practice.

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 with a land use designation of Heavy Industrial which lists the corresponding zone of M3. The Project Site is presently zoned M3-1-RIO, which is consistent with the existing land use designation. As recommended, the amendment would re-designate the Project Site from Heavy Industrial to Regional Center Commercial and reclassify Mesquit Street adjacent to the Project Site between 6th Street and 7th Street from a Collector Street to a Local Limited Street. The amendment of the land use designation, in conjunction with the recommended Vesting Zone and Height District Change to (T)(Q)C2-2-RIO, would allow the redevelopment of the Project Site with a new mixed-use project comprised of up to 676,437 square feet of office; 271 hotel guest rooms within 200,210 square feet of floor area; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households: 14.345 square feet of general retail uses: 28.688 square feet of restaurant uses: 35.515 square feet of studio/event/gallery/museum space; a 34,000 square-foot gym; and a 30,000 square-foot charter elementary school.

<u>Public Necessity</u>. The Project's provision of 895 residential units, of which five percent of the total proposed rental units (up to 45 units) would be set aside for Extremely Low Income Households and 11 percent of the total proposed rental units (up to 99 units) would be set aside for Very Low Income Households, in addition to 989,195 square feet of commercial uses, and a 300-student charter school is a public necessity as it is essential to address the City's housing shortage, support economic development in Downtown and the Arts District, and provide additional education opportunities for residents in the Arts District and Boyle Heights. The Project would aid in meeting the existing demand for market-rate and affordable housing while bringing more residents, employees, students, and visitors to a currently underutilized Project Site. Specifically, the Project will help further develop Arts District into a residential neighborhood while providing neighborhood commercial amenities and open space, enabling the Project to become a public necessity to meet the goals related to housing and economic development in the City.

Convenience. Approval of the initiated General Plan Amendment from Heavy Industrial to Regional Commercial would facilitate the greater scale and mix of uses for development of the Project Site. The Project would place new housing near existing residential, commercial, and industrial uses, amenities, and employment opportunities within the Arts District and Downtown Los Angeles, while providing an additional 989,195 square feet of office, hotel, retail, restaurants, studio/event/gallery/museum uses, and a 300-student charter school for the neighborhood, promoting pedestrian activity in the general area. Additionally, the proposed amendment would allow for the Project to contribute to alleviating the City's housing shortage through the provision of 895 residential units, of which five percent of the total proposed rental units (up to 45 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 99 units) would be set aside for Very Low-Income Households. As such, the Project appropriately locates needed market-rate and affordable residential density near transit, jobs, entertainment, and services within Arts District and Downtown Los Angeles, creates new commercial and educational uses for the neighborhood, and promotes pedestrian activity in the general vicinity.

<u>General Welfare</u>. The Project would allow the Project to help address the City's housing shortage and need for affordable housing by providing a mixed-income, mixed-use residential development. The Project Site is located in an urbanized area and generally

surrounded by low- to medium-rise industrial and commercial buildings and a mix of land uses that include industrial, commercial, open space, and public facilities uses. 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. Overall, the Project would complement and enhance the surrounding neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes proposed and approved projects, including, the 4<sup>th</sup> and Central Project with a 30-story tower (proposed), the Palmetto Project with a 12-story building (proposed), the 2143 Violet Street 31-story tower (approved).

As proposed, the Project would make more efficient use of land by adding density, and accommodating projected population growth in the area, while providing for new employment opportunities, and being compatible with its surrounding uses.

Good Zoning Practices. The Project Site is designated by the Community Plan for Heavy Industrial land uses and is zoned M3-1-RIO. This zoning is consistent with the existing land use designation. Although the Project Site, as well as a number of other properties in the immediate area, are designated for heavy industrial uses, the immediate vicinity is characterized by a mix of residential, retail, restaurant, hotel, and office uses, as well as an industrial and warehouse facilities contained in low-rise and mid-rise buildings of widely varying age.

As mentioned above, the proposed amendment would allow for the Project to contribute to alleviating the City's housing shortage through the provision of 895 residential units, of which five percent of the total proposed rental units (up to 45 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 99 units) would be set aside for Very Low-Income Households. As such, the Project appropriately locates needed market-rate and affordable residential density near transit, jobs, entertainment, and services within Arts District and Downtown Los Angeles, creates new commercial and educational uses for the neighborhood, and promotes pedestrian activity in the general vicinity.

The Project would be taller than other buildings in the immediate surrounding area; however, the Project would be consistent with the evolving Arts District neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes existing and proposed mid- to high-rise development. As such, approval of the Project would allow for the development and use of the Project Site for residential, office, hotel, retail, restaurants, studio/event/gallery/museum, and educational uses consistent with the scale of existing and proposed developments within the surrounding neighborhood. Furthermore, as described in Finding No. 1, the General Plan Amendment would allow the development of the Project Site with a residential use that is consistent with the objectives and policies of the Community Plan and is compatible with the existing and proposed development of the surrounding area. Therefore, the initiated General Plan Amendment to Regional Commercial would be in conformity with good zoning practices and with development patterns in the immediate area.

## **ENTITLEMENT FINDINGS**

- 6. Vesting Zone Change, and Height District Change, "T" and "Q" Classification
  - a. Pursuant to LAMC Section 13B.1.4, the recommended Zone Change, Height District Change are deemed consistent with public necessity, convenience, general welfare and good zoning practice.

Pursuant to LAMC Section 13.A.2.10.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 Finding No. 5 and is hereby incorporated by reference.

<u>Public Necessity</u>. The Project's provision of 895 residential units, of which five percent of the total proposed rental units (up to 45 units) would be set aside for Extremely Low Income Households and 11 percent of the total proposed rental units (up to 99 units) would be set aside for Very Low Income Households, in addition to 989,195 square feet of commercial uses, and a 300-student charter school is a public necessity as it is essential to address the City's housing shortage, support economic development in Downtown and the Arts District, and provide additional education opportunities for residents in the Arts District and Boyle Heights. The Project would aid in meeting the existing demand for market-rate and affordable housing while bringing more residents, employees, students, and visitors to a currently underutilized Project Site. Specifically, the Project will help further develop Arts District into a residential neighborhood while providing neighborhood commercial amenities and open space, enabling the Project to become a public necessity to meet the goals related to housing and economic development in the City.

Convenience. Approval of the initiated Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO would facilitate the greater scale and mix of uses for development of the Project Site. The Project would place new housing near existing residential, commercial, and industrial uses, amenities, and employment opportunities within the Arts District and Downtown Los Angeles, while providing an additional 989,195 square feet of office, hotel, retail, restaurants, studio/event/gallery/museum uses, and a 300-student charter school for the neighborhood, promoting pedestrian activity in the general area Additionally, the proposed amendment would allow for the Project to contribute to alleviating the City's housing shortage through the provision of 895 residential units, of which five percent of the total proposed rental units (up to 45 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 99 units) would be set aside for Very Low-Income Households. As such, the Project appropriately locates needed market-rate and affordable residential density near transit, jobs, entertainment, and services within Arts District and Downtown Los Angeles, creates new commercial and educational uses for the neighborhood, and promotes pedestrian activity in the general vicinity.

General Welfare. Approval of the recommended Zone Change and Height District Change would allow the Project to help address the City's housing shortage and need for affordable housing by providing a mixed-income, mixed-use residential development. The Project Site is located in an urbanized area and generally surrounded by low- to medium-rise industrial and commercial buildings and a mix of land uses that include industrial, commercial, open space, and public facilities uses.

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. Overall, the Project would complement and enhance the surrounding neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes proposed and approved projects, including, the 4<sup>th</sup> and Central Project with a 30-story tower (proposed), the Palmetto Project with a 12-story building (proposed), the 2143 Violet Street 31-story tower (approved), the 2045 Violet Street 13-story building, and the 4<sup>th</sup> and Hewitt 18-story building (approved).

Good Zoning Practices. The Project Site is designated by the Community Plan for Heavy Industrial land uses and is zoned M3-1-RIO. This zoning is consistent with the existing land use designation. Although the Project Site, as well as a number of other properties in the immediate area, are designated for heavy industrial uses, the immediate vicinity is characterized by a mix of residential, retail, restaurant, hotel, and office uses, as well as industrial and warehouse facilities contained in low-rise and mid-rise buildings of widely varying age.

The recommended Zone Change and Height District Change would allow for the Project to contribute to alleviating the City's housing shortage through the provision of 895 residential units, of which five percent of the total proposed rental units (up to 45 units) would be set aside for Extremely Low Income Households and 11 percent of the total proposed rental units (up to 99 units) would be set aside for Very Low Income Households. As such, the Project appropriately locates needed market-rate and affordable residential density near transit, jobs, entertainment, and services within the Arts District and Downtown Los Angeles, creates new commercial and educational uses for the neighborhood, and promotes pedestrian activity in the general vicinity.

The Project would be taller than other buildings in the immediate surrounding area, however the Project would be consistent with the evolving Arts District neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes existing and proposed mid- to high-rise development. As such, approval of the Project would allow for the development and use of the Project Site for residential, office, hotel, retail, restaurants, studio/event/gallery/museum, and educational uses consistent with the scale of existing and proposed developments within the surrounding neighborhood. Furthermore, as described in Finding No. 1, the General Plan Amendment would allow the development of the Project Site with a residential use that is consistent with the objectives and policies of the Community Plan and is compatible with the existing and proposed development of the surrounding area. Therefore, the proposed Zone Change and Height District Change to (T)(Q)C2-2-RIO would be in conformity with good zoning practices and with development patterns in the immediate area.

Therefore, based on the above, the Project and associated Legislative Actions are deemed consistent with the General Plan and are in conformity with the public necessity, convenience, general welfare and good zoning practice.

## 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 open space, 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.

# 7. Supplemental Use District Findings – Sign District

a. The proposed Sign District is in conformance with the purposes, intent and provisions of the City of Los Angeles General Plan.

Pursuant to LAMC Section 13.A.2.10.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/Charter Finding Nos. 1 through 5 and is hereby incorporated by reference.

The proposed Sign District would support the Project efforts to serve as a gateway to Downtown Los Angeles, along with the Sixth Street Bridge, and would establish standards for signage size limits and regulations such as illumination, height and design standards, allowable locations, and refresh rates for signs located on the Project Site.

In conjunction with the development of the 670 Mesquit Project, the Mesquit Sign District would create a unique identity for the Project, serving as a gateway to Downtown Los Angeles while enhancing the intended placemaking of the approximately five-acre Project Site, and supporting the land uses of the Central City North Community Plan, as discussed above in Finding No. 2.

The proposed Sign District sets standards for general sign type, area, height, hours of operation, refresh rates, and location requirements, as well as tailored illumination standards, and would allow for digital displays, tenant wall signs, building identification signs at the top of each building, and 16 ground-mounted pillar signs with digital elements. These regulations deviate from the standard requirements of the LAMC by allowing for non-typical signage designs and sizes. The signage would integrate into the overall design and theme of the development, and the regulations would be uniform across the site.

In general, the proposed types and quantity of signage would be appropriate for the scale of the development and other Project elements which utilize signage as a placemaking tool, creating a distinct identity for the Project Site area. The signage would integrate into the overall design and theme of the development, and the regulations would be uniform across the site.

The Sign District would permit consistent and complementary signage to be implemented as a placemaking tool, enlivening the proposed ground floor commercial uses, publicly accessible open spaces, which may include an Optional Deck Concept, while allowing for additional economic development. In addition, the Sign District has been drafted to incorporate current City best practices in digital display regulations, including illumination standards, design standards, and refresh rate.

Therefore, the proposed Sign District is in conformance with the purposes, intent, and provisions of the following General Plan Elements.

# b. The proposed Sign District is in conformity with public necessity, convenience, general welfare, and good zoning practice.

Pursuant to LAMC Section 13.A.2.10.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/Charter Finding No. 5 and is hereby incorporated by reference.

The Project would replace an existing cold storage facility with a mixed-use development totaling up to 1,792,103 square feet. The Sign District would permit all sign types across the Project's four exterior elevations and interior-facing facades. Specifically, a maximum of two Digital Displays would be permitted, a maximum of 16 Pillar Signs would be permitted, and Wall Signs would be limited in signage size either based on tenant frontage length, or maximums for areas near the top of the buildings. Signs would be architecturally integrated into the design of buildings developed within the Project Site, and would be subject to regulations such as area, height, and illumination standards, with digital displays and digital elements of pillar signs subject to hours of operation, refresh rates, and illumination regulations. The regulations and provisions of the Sign District would allow for orderly signage that enhances the Project, facilitates placemaking, and contributes to the vibrancy of the Project Site as a gateway to Downtown Los Angeles.

Accordingly, the Sign District is in conformity with public necessity, convenience, and general welfare as it furthers the above goals of the General Plan, supports the mix of uses on the Project Site, and supports the General Plan goals of creating a pedestrian-oriented, mixed-use project. The Sign District is also in conformity with good zoning practice as the elements of the regulations would only permit orderly signage that is designed to enhance and integrate with the Project architecture and placemaking, and includes standards regulating illumination, and hours of operation. The elements of the Sign District and overall use of signage as a placemaking tool within a mixed-use development envisioned with active pedestrian-oriented amenities are in conformity with good zoning practice.

## 8. Project Exception Findings

The following is a delineation of the findings and the application of the relevant facts related to the request to deviate from the exterior lighting standards required for the RIO District, as required by LAMC Section 13.17 G.4(b). Specifically, LAMC Section 13.17 F.3 requires that "all site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site

boundary, and no greater than 0.01 horizontal foot candles 15 feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees or higher from nadir (straight down)." The Project requests a Project Exception to allow a maximum initial luminance value no greater than 0.50 horizontal and vertical foot candles at the site boundary in lieu of 0.20 horizontal and vertical foot candles at the site boundary and 0.01 horizontal foot candles 15 feet beyond the site.

a. The strict application of the RIO regulations to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the RIO District and its regulations.

The Project Site is comprised of four contiguous lots, totaling approximately five acres in size, bounded by the Sixth Street Bridge to the north, Mesquit Street to the west, 7<sup>th</sup> Street to the south, and the freight and passenger rail lines and rail yards owned by National Railroad Passenger Corporation (Amtrak), Burlington Northern/Santa Fe Railway Company (BNSF), and the Los Angeles County Metropolitan Transportation Authority (Metro) to the east. The Project would replace an existing cold storage facility with a mixed-use development totaling up to 1,792,103 square feet I. The proposed uses would be accommodated within four, interconnected buildings, ranging in height from 210 feet to 378 feet, located above subterranean and podium parking. The Project may also include a 64,900 square-foot, publicly accessible Optional Deck Concept that would extend over the Railway Properties towards the Los Angeles River.

The Project's distinct features, including the approximately five-acre site, location within the Arts District neighborhood, Los Angeles River frontage, adjacency to Downtown, and the wide range of programming including office, hotel, residential, retail, restaurant, studio/event/gallery/museum, gym, and school uses, require adequate illumination to ensure safety and accessibility throughout the Project Site, including the Project's public open space areas and new pedestrian connections to the surrounding area. Specifically, the Project includes open spaces areas, of which a significant amount would be publicly accessible open space areas. This includes the Northern Landscaped Area and the Mesquit Plaza as well as streetscape buffers/areas and landscape buffers on the ground floor; and various deck areas which would offer expansive views of the Los Angeles River from Level 3. These various open spaces would create a new pedestrian corridor in the Arts District neighborhood that would connect to new access points from the Project Site to the Sixth Street Bridge and PARC, Mesquit Street and Jesse Street, and 7th Street and Seventh Street Bridge. Residents, hotel quests, employees, students, and visitors on and surrounding the Project Site would be able access the Los Angeles River, as well as the Project's retail uses and public open spaces, including various landscaped amenity and deck areas, such as the Optional Deck Concept that would extend over a portion of the adjacent Railway Properties east of the Project Site, which, if constructed, is conditioned to be open 24 hours a day to pedestrians.

The Project, as proposed, would be consistent with a majority of the District's purposes including, to support the goals of the Los Angeles River Revitalization Master Plan (LARMP); establish a positive interface between properties adjacent to the Los Angeles River and river parks and/or greenways; promote pedestrian, bicycle and other multi-modal connection between the river and its surrounding neighborhoods; provide an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area; provide safe, convenient access to and circulation along the river

through providing safety, accessibility, and placemaking required to establish a positive interface between the Project and the Los Angeles River; and promote the river identity of river adjacent communities. Additionally, the Project would support several of the goals of the LARMP by providing equitable, inclusive open space; enhancing opportunities for equitable access to the river corridors; embracing and enhancing opportunities for arts and culture; and addressing potential adverse impacts to housing affordability and people experiencing homelessness.

Where the existing one- to four-story freezer, cold storage, and dry storage warehouses and surface parking prohibited access to the Los Angeles River, the Project would introduce new connections to the Los Angeles River. Additionally, the various publicly accessible deck areas, including the Optional Deck Concept, if constructed, would provide expansive views of the Los Angeles River, as well as the Sixth Street and Seventh Street Bridges, both of which provide access to and from the Arts District neighborhood and Boyle Heights. Further, the Project's programming includes 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households, as well as 35,515 square feet of studio/event/gallery/museum space, which would help to address housing affordability in the Arts District neighborhood and enhance opportunities for arts and culture, respectively. The various open space areas incorporated into the Project, combined with the vast range of programming, including creative office space, multi-family residential housing with affordable housing, a charter school, a hotel, retail, restaurant, studio/event/gallery/museum space, and a gym, would contribute to an inviting environment for pedestrians and bicyclists accessing the Los Angeles River.

If approved, the requested maximum initial luminance value of no greater than 0.50 horizontal and vertical foot candles at the site boundary 15 feet beyond would ensure the Project's provides safe, convenient access to and circulation along the Los Angeles River through providing safety, accessibility, and placemaking required to establish a positive interface between the Project and the Los Angeles. Additionally, adequate lighting across the Project Site would enhance the identity of the Project, as river-adjacent and located in the heart of the Arts District, by allowing better integration with the surrounding built environment and creating an aesthetic and safe environment for pedestrians and bicyclists along the Project's connections to Los Angeles River. the Sixth Street and Seventh Street Bridges, and the Sixth Street Bridge PARC. Additionally, adequate on-site lighting and signage lighting would reinforce the Project's identity as a pedestrian corridor in the Arts District by providing clear identification of pedestrian and vehicle entrances and exits, architectural features, and certain landscape elements, and would ensure that the Project meets public safety standards. The Project also includes a Sign District, for which proposed signage would need to utilize the more relaxed lighting standards in order to properly illuminate signage such that they would be visible for building identification purposes for major tenants as well as the various uses on the Project Site during and after business hours. Further, as conditioned, all exterior lighting would be shielded or directed toward the areas to be lit to limit light spillover onto off-site uses.

Therefore, the strict application of the RIO District standards for exterior lighting would result in practical difficulties and unnecessary hardships inconsistent with the general purpose and intent of the RIO District and its regulations.

b. There are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other properties in the RIO District.

The Project Site is comprised of four contiguous lots, totaling approximately five acres in size, bounded by the Sixth Street Bridge to the north, Mesquit Street to the west, 7<sup>th</sup> street to the south, and the freight and passenger rail lines and rail yards owned by Amtrak, BNSF, and Metro to the east. The Project would replace an existing cold storage facility with a mixed-use development that includes up to 1,792,103 square feet.

The Project would create a new pedestrian corridor in the Arts District neighborhood via the proposed open space elements such as the Northern Landscaped Area, the Streetscape Buffers, the Deck, the Mesquit Plaza, and the Deck Plaza that would connect to new access points from the Project Site to the Sixth Street Bridge and PARC, Mesquit Street and Jesse Street, and 7<sup>th</sup> Street and Seventh Street Bridge. Residents, hotel guests, employees, students, and visitors on and surrounding the Project Site would be able access the Los Angeles River, as well as the Project's retail uses and public open spaces, including various landscaped amenity and deck areas, such as the Optional Deck Concept, which, if constructed, is conditioned to be open 24 hours a day to pedestrians and would offer expansive views of the Los Angeles River.

Landscaping, such as raised concrete planters containing trees, shrubs, and vines would also be provided at locations with views of the Los Angeles River, including the Project's Deck and Deck Plaza, located on the view corridors and which provide access from the street, allowing for comfortable ingress and egress. Additionally, the Project includes open space throughout the Project Site, comprised of entirely of outdoor common spaces, including publicly accessible open spaces on the ground floor and Level 3, and residential and hotel common open spaces located in Buildings 1-3, and of which outdoor open space areas would be landscaped with various species of native and Mediterranean grasses, shrubs, and trees. Amenities would include outdoor seating, umbrellas, and shade trees as well as sculptural elements.

The proposed lighting is designed to support the Project by providing clear identification of pedestrian and vehicle entrances and exits, architectural features, and certain landscape elements, ensuring public safety through strategic lighting that highlights key features and facilitates safe navigation for pedestrians and vehicles, while minimizing light spillover, thereby aligning with the broader purposes of the RIO District. The Project also includes a Sign District, for which proposed signage would need to utilize the more relaxed lighting standards in order to properly illuminate signage such that they would be visible for building identification purposes for major tenants as well as the various uses on the Project Site during and after business hours. As conditioned, any exterior lighting shall be shielded or directed toward the areas to be lit to limit light spillover onto off-site uses, consistent with the regulation.

The Project Site's size and location and proposed wide range of uses, in combination with the various publicly accessible open spaces and new pedestrian connections creates specific safety, accessibility, and placemaking needs that are not generally applicable to other properties within the area. Specifically, the proposed lighting would allow the Project to successfully and safely connect to the surrounding community through the provision of a diverse mix of uses and pedestrian-oriented design, and

accommodate the unique safety, accessibility, and placemaking needs inherent necessary for a Project of this size with this scope of programming, and in its unique location in order to facilitate a safe, accessible, and dynamic environment that establishes a positive interface with the Los Angeles River. Therefore, there are exceptional circumstances or conditions applicable to the Project Site or to the intended use or development of the Project Site that do not generally apply to other properties within the RIO District.

c. An exception from the RIO regulation is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the RIO District within the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

The Project Site is comprised of four contiguous lots, totaling approximately five acres in size, bounded by the Sixth Street Bridge to the north, Mesquit Street to the west, 7<sup>th</sup> street to the south, and the freight and passenger rail lines and rail yards owned by Amtrak, BNSF, and Metro to the east. The Project would replace an existing cold storage facility with a mixed-use development that includes up to 1,792,103 square feet.

The Project Site is located in an urbanized area, adjacent to the Los Angeles River, and is generally surrounded by a mix of land uses that include industrial, commercial, open space, and public facilities uses, ranging from low- to mid-rise 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 subject to special circumstances that do not generally apply to other properties in the same zone and vicinity given its size, location, and wide range of uses proposed for a single location, which requires unique safety, accessibility, and placemaking needs inherent to the Project's design. If approved, the requested maximum initial luminance value of no greater than 0.50 horizontal and vertical foot candles at the site boundary 15 feet beyond would ensure the Project's provides safe. convenient access to and circulation along the Los Angeles River through providing safety, accessibility, and placemaking required to establish a positive interface between the Project and the Los Angeles River. Not only would adequate lighting across the Project Site enhance the identity of the Project, as river-adjacent and located in the heart of the Arts District, by allowing better integration with the surrounding built environment and creating a safe environment for pedestrians and bicyclists along the Project's connections to the Los Angeles River, the Sixth Street and Seventh Street Bridges, and the Sixth Street Bridge PARC, but it would also reinforce the Project's identity as a pedestrian corridor in the Arts District by providing clear identification of pedestrian and vehicle entrances and exits, architectural features, and certain landscape elements, and ensure that the Project meets public safety standards. The Project also includes a Sign District, for which proposed signage would need to utilize the more relaxed lighting standards in order to properly illuminate signage such that they would be visible for building identification purposes for major tenants as well as the various uses on the Project Site during and after business hours. Further, as conditioned, all exterior lighting would be shielded or directed toward the areas to be lit to limit light spillover onto off-site uses, such that the Project is able to

create a safe, accessible, and dynamic environment that establishes a positive interface with the Los Angeles River.

Therefore, an exception from the RIO District's exterior lighting standards is necessary for the preservation and enjoyment of a substantial property right possessed by other properties in the RIO District within the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

d. The granting of an exception will not be detrimental to the public welfare or injurious to the property or improvements adjacent to, or in the vicinity of, the subject property.

The Project Site is comprised of four contiguous lots, totaling approximately five acres in size, bounded by the Sixth Street Bridge to the north, Mesquit Street to the west, 7<sup>th</sup> street to the south, and the freight and passenger rail lines and rail yards owned by Amtrak, BNSF, and Metro to the east. The Project would replace an existing cold storage facility with a mixed-use development that includes up to 1,792,103 square feet.

Granting the exception to allow a maximum initial luminance value no greater than 0.50 horizontal and vertical foot candles at the site boundary and 15 feet beyond the site would not be detrimental to the public welfare or injurious to the property or improvements adjacent to or in the vicinity of the subject property as the Project Site is located in an area that is generally developed with low- and medium-rise industrial and commercial buildings. Specifically, uses immediately surrounding the site to the north across Sixth Street Bridge are one- to three-story office buildings, manufacturing buildings, and Metro Facility Location 64 (a maintenance and repair facility). To the east of the Project Site are the Railway Properties owned by Amtrak, BNSF and Metro. To the south of the site across the Seventh Street Bridge, are one- to four-story mixeduse residential, commercial, office buildings. To the west of the Project Site and across and adjacent to Mesquit Street are multi-story, mixed-use residential uses and singlestory, industrial/commercial uses with surface parking, and the Department of Water and Power River Switching Station electricity substation with an associated electrical tower and a transmission line right-of-way that crosses the Los Angeles River, bisecting the Project Site.

Additionally, the Project provides usable open space throughout the Project Site, comprised of entirely of common outdoor spaces, of which a portion would be landscaped, featuring at-grade landscaped areas, pedestrian passageways, walkways, and above-grade landscaped terraces. Where the existing one- to four-story freezer, cold storage, and dry storage warehouses and surface parking prohibited access to the Los Angeles River, the Project would introduce new connections to the Los Angeles River for residents, hotel guests, employees, and visitors on and surrounding the Project Site, and allow to access the Project's retail uses and publicly accessible open spaces, including the Optional Deck Concept, which is conditioned would be open 24 hours a day to pedestrians and would offer expansive views and connectivity to the Los Angeles River, as well as the Sixth Street and Seventh Street Bridges, both of which provide access to and from the Arts District neighborhood and Boyle Heights. The various open space areas incorporated into the Project, combined with the vast range of programming, including creative office space,

multi-family residential housing with affordable housing, a charter school, a hotel, retail, restaurant, studio/event/gallery/museum space, and a gym, would contribute to an inviting environment for pedestrians and bicyclists accessing the Los Angeles River.

Landscaping, such as raised concrete planters containing trees, shrubs, and vines would also be provided at locations with views of the Los Angeles River, including the Project's Deck and Deck Plaza located on the view corridors and which provide access from the street, allowing for comfortable ingress and egress. Additionally, with various species of native and Mediterranean grasses, shrubs, and trees; and would provide outdoor seating, umbrellas, and shade trees as well as sculptural elements.

If approved, the requested maximum initial luminance value of no greater than 0.50 horizontal and vertical foot candles at the site boundary 15 feet beyond would ensure the Project's provides safe, convenient access to and circulation along the Los Angeles River through providing safety, accessibility, and placemaking required to establish a positive interface between the Project and the Los Angeles River. Not only would adequate lighting across the Project Site enhance the identity of the Project, as river-adjacent and located in the heart of the Arts District, by allowing better integration with the surrounding built environment and creating a safe environment for pedestrians and bicyclists along the Project's connections to the Los Angeles River, the Sixth Street and Seventh Street Bridges, and the Sixth Street Bridge PARC, but it would also reinforce the Project's identity as a pedestrian corridor in the Arts District by providing clear identification of pedestrian and vehicle entrances and exits, architectural features, and certain landscape elements, and ensure that the Project meets public safety standards. The Project also includes a Sign District, for which proposed signage would need to utilize the more relaxed lighting standards in order to properly illuminate signage such that they would be visible for building identification purposes for major tenants as well as the various uses on the Project Site during and after business hours. Further, as conditioned, all exterior lighting would be shielded or directed toward the areas to be lit to limit light spillover onto off-site uses.

Therefore, granting the exception would not be detrimental to the public welfare and injurious to property or improvements adjacent to or in the vicinity of the subject property.

e. The granting of an exception will be consistent with the principles, intent and goals of the RIO District and any applicable element of the General Plan.

Pursuant to LAMC Section 13.A.2.10.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 Finding No. 2 and in accordance with Sections 12.24 E, W.1, and W.23 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, including the Project Exception 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.

# **RIO District**

The Los Angeles River Implementation Overlay District Ordinance (No. 183,144) was adopted by the City Council on July 2, 2014 and became effective on August 20, 2014. The granting of the exception to the RIO District standards for exterior lighting would meet the following purposes of the RIO District:

- 1. Support the goals of the Los Angeles River Revitalization Master Plan:
- 3. Establish a positive interface between river adjacent property and river parks and/or greenways;
- 4. Promote pedestrian, bicycle and other multi- modal connection between the river and its surrounding neighborhoods;
- 6. Provide an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area;
- 7. Provide safe, convenient access to and circulation along the river;
- 8. Promote the river identity of river adjacent communities; and
- 9. Support the Low Impact Development Ordinance, the City's Irrigation Guidelines, and the Standard Urban Stormwater Maintenance Program.

The Project is located within the outer core of the RIO District and would be consistent with six of the nine District's purposes including, to support the goals of the Los Angeles River Revitalization Master Plan (LARMP); establish a positive interface between properties adjacent to the Los Angeles River and river parks and/or greenways; promote pedestrian, bicycle and other multi-modal connection between the river and its surrounding neighborhoods; provide an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area; provide safe, convenient access to and circulation along the river through providing safety, accessibility, and placemaking required to establish a positive interface between the Project and the Los Angeles River; and promote the river identity of river adjacent communities. Additionally, the Project would support several of the goals of the LARMP by providing equitable, inclusive open space; enhancing opportunities for equitable access to the river corridors; embracing and enhancing opportunities for arts and culture; and addressing potential adverse impacts to housing affordability and people experiencing homelessness.

The Project provides usable common open space, throughout the Project site, featuring at-grade landscaped areas, pedestrian passageways, walkways, and above-grade landscaped terraces. Where the existing one- to four-story freezer, cold storage, and dry storage warehouses and surface parking prohibited access to the Los Angeles River, the Project would introduce new connections to the Los Angeles River. Additionally, various deck areas and, if constructed, the Optional Deck Concept, would

provide expansive views of the Los Angeles River, as well as the Sixth Street and Seventh Street Bridges, both of which provide access to and from the Arts District neighborhood and Boyle Heights. Further, the Project's programming includes 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households, as well as studio/event/gallery/museum space, which would help to address housing affordability in the Arts District neighborhood and enhance opportunities for arts and culture, respectively. The various open space areas incorporated into the Project, combined with the vast range of programming, including creative office space, multi-family residential housing with affordable housing, a charter school, a hotel, retail, restaurant, studio/event/gallery/museum space, and a gym, would contribute to an inviting environment for pedestrians and bicyclists accessing the Los Angeles River. Additionally, regulatory compliance with the Low Impact Development Ordinance, the City's Irrigation Guidelines, and the Standard Urban Stormwater Maintenance Program would ensure that all proposed landscaping is properly and sustainably irrigated.

If approved, the requested maximum initial luminance value of no greater than 0.50 horizontal and vertical foot candles at the site boundary 15 feet beyond would ensure the Project's provides safe, convenient access to and circulation along the Los Angeles River through providing safety, accessibility, and placemaking required to establish a positive interface between the Project and the Los Angeles River. Additionally, adequate lighting across the Project Site would enhance the identity of the Project, as river-adjacent and located in the heart of the Arts District, by allowing better integration with the surrounding built environment and creating an aesthetic and safe environment for pedestrians and bicyclists along the Project's connections to Los Angeles River, the Sixth Street and Seventh Street Bridges, and the Sixth Street Bridge PARC. Additionally, adequate on-site lighting would reinforce the Project's identity as a pedestrian corridor in the Arts District by providing clear identification of pedestrian and vehicle entrances and exits, architectural features, and certain landscape elements, and would ensure that the Project meets public safety standards. The Project also includes a Sign District, for which proposed signage would need to utilize the more relaxed lighting standards in order to properly illuminate signage such that they would be visible for building identification purposes for major tenants as well as the various uses on the Project Site during and after business hours. Further, as conditioned, all exterior lighting would be shielded or directed toward the areas to be lit to limit light spillover onto off-site uses.

# **General Plan Framework Element**

The granting of an exception to the District standards for exterior lighting would be consistent with the following principals, intent and goals the Framework Element of the General Plan.

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

**Objective 3.9**: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

**Policy 3.9.9:** Require that outdoor areas of developments, parks, and plazas located in community centers be lighted for night use, safety, and comfort commensurate with their intended nighttime use, where appropriate.

**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 5.8:** Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

The Project Site is located in an urbanized area, adjacent to the Los Angeles River; and is generally surrounded by a mix of land uses that include industrial, commercial, open space, and public facilities uses, ranging from low- to mid-rise 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 fill a gap in the existing Arts District landscape by converting a bulky, industrial block into a pedestrian-friendly corridor. The Project would replace an existing cold storage facility with a vibrant mixed-use development, enhancing livability by providing housing, jobs, and public-facing commercial uses to the area. By incorporating extensive public open space and ground floor retail, the Project would provide pedestrian connections from the Arts District to the Los Angeles River and the Sixth and Seventh Street Bridges. Specifically, the Project would create a new pedestrian corridor in the Arts District neighborhood via the proposed open space elements such as the Northern Landscaped Area, the Streetscape Buffers, the Deck, the Mesquit Plaza, and the Deck Plaza that would connect to new access points from the Project Site to the Sixth Street Bridge and PARC, Mesquit Street and Jesse Street, and 7th Street and Seventh Street Bridge. Residents, hotel guests, employees, students, and visitors on and surrounding the Project Site would be able access the Los Angeles River, as well as the Project's retail uses and public open spaces, including various landscaped amenity and deck areas, such as the Optional Deck Concept, which, if constructed, is conditioned to be open 24 hours a day to pedestrians and would offer expansive views of the Los Angeles River. Similarly, the ground floor retail and restaurant spaces would create an inviting, pedestrian-scale façade offering residents and visitors access to the Los Angeles River. The proposed lighting is designed to support the Project's diverse mix of uses, which includes creative office, charter school, and hotel uses, would support jobs in the respective industries, by providing clear identification of major tenants, pedestrian and vehicle entrances and exits, architectural features, and certain landscape elements, ensuring public safety through strategic lighting that highlights key features and facilitates safe navigation for pedestrians and vehicles, while minimizing light spillover, thereby aligning with the broader purposes of the RIO District. As conditioned, any exterior lighting shall be shielded or directed toward the areas to be lit to limit light spillover onto off-site uses. consistent with the regulation.

The proposed lighting design will promote safety, accessibility, and engagement throughout the Project, supporting placemaking efforts that establish the Project as a pedestrian-oriented, mixed-use development, in alignment with the Framework Element's goals and objectives to enhance livability and the pedestrian realm.

# **General Plan Land Use Designation**

The Project Site is located within the Central City North Community Plan Area, as is designated for Heavy Industrial land uses. The Project seeks a General Plan Amendment to change the Community Plan land use designation from Heavy Industrial to Regional Center, an amendment to the Circulation Element of the General Plan (the Mobility Plan 2035) and the Community Plan Land Use Map to redesignate Mesquit Street from a Collector Street to a Local Limited Street; and a Vesting Zone Change and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO. The redesignation would allow residential with affordable housing and hotel uses, as well as the other Project uses that are permitted under the Regional Center designations including creative office space, hotel, retail, restaurant, studio/event/gallery/museum space, and a gym. The proposed lighting design would help establish the Project Site as a mixed-use, pedestrian corridor consistent with the Regional Center land use designation and the C2 Zone.

# 9. Conditional Use – Main Conditional Use for Alcohol Sales and Heliport Findings

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit to permit the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption within up to 11 establishments, including restaurants, retail, studio/event/gallery/museum use, and operators within the hotel (a bar, restaurant, and rooftop establishment), mini-bars within hotel guest rooms, room service to hotel rooms and associated outdoor dining/deck areas; and a Class 2 Conditional Use Permit to allow the use and maintenance of a rooftop helipad for private residential and employee use, as well as for emergency service uses. The following are the required findings to permit the sale and dispensing of alcoholic beverages and the use of a heliport, as required by LAMC Sections 12.24 E,12.24 W.1, and W.23.

# 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 proposes to construct a mixed-use development totaling up to 1,792,103 square feet consisting of the following: 676,437 square feet of office; 271 hotel guest rooms within 200,210 square feet of floor area; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of general retail uses; 28,688 square feet of restaurant uses; 35,515 square feet of studio/event/gallery/museum space; a 34,000 square-foot gym; and a 30,000 square-foot charter elementary school. The proposed uses would be accommodated within four, interconnected buildings, ranging in height from 210 feet to 378 feet, located above subterranean and podium parking. The Project also includes publicly accessible open space, not including a 64,900 square-foot Optional Deck Concept that would extend over the Railway Properties. The existing one- to four-story freezer, cold storage, and dry storage warehouses and surface parking would be demolished.

The Applicant is requesting a Main Conditional Use Permit to permit the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption within up to 11 establishments, including restaurants, retail, studio/event/gallery/museum use, and three operators within the hotel (a bar, restaurant, and rooftop establishment), mini-bars within hotel guest rooms, room service to hotel rooms and associated outdoor dining/deck areas, and a CU2 to allow the use and maintenance of a rooftop helipad for private residential and employee use as well as emergency service uses.

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, adjacent to the Los Angeles River, and is generally surrounded by a mix of land uses that include industrial, commercial, open space, and public facilities uses, ranging from low- to mid-rise 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 the Sixth Street Bridge to the north, Mesquit Street to the west, 7<sup>th</sup> Street to the south, and the freight and passenger rail lines and rail yards (Railway Properties) owned by National Railroad Passenger Corporation (Amtrak), Burlington Northern/Santa Fe Railway Company (BNSF), and the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles River to the east.

Uses immediately surrounding the site to the north across the Sixth Street Bridge are one- to three-story office buildings, manufacturing buildings, and Metro Facility Location 64 (a maintenance and repair facility). To the east of the Project Site are the Railway Properties owned by Amtrak, BNSF, and Metro. To the south of the site across the Seventh Street Bridge, are one- to four-story mixed-use residential, commercial, office buildings. To the west of the Project Site and across and adjacent to Mesquit Street are multi-story, mixed-use residential uses and single-story, industrial/commercial uses with surface parking, and the Department of Water and Power River Switching Station electricity substation with an associated electrical tower and a transmission line right-of-way that crosses the Los Angeles River, bisecting the Project Site.

The proposed Regional Commercial land use designation and corresponding (T)(Q)C2-2-RIO Zone would allow for the proposed restaurant, retail, studio/event/gallery/museum, hotel, office, and residential uses, which would be beneficial to the community, City, and region, 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 eateries and hotel establishments to serve the residents, employees, and visitors in the area. Patrons would be 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, hotel, and entertainment experience for visitors, employees, and residents of the

Project and in the vicinity. The ability for restaurant, retail, studio/event/gallery/museum, and hotel uses to offer a full-line of alcoholic beverages would also allow the tenants to remain competitive with other similar uses serving the same area, since alcohol service is commonly expected by patrons as part of such uses. 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.

Numerous residential lofts, condominiums, and apartments have been and are being developed to attract a residential population to the Arts District neighborhood. As new residential units, office and commercial uses continue to be developed in the area, a demand for uses such as those proposed by the Project, including restaurant, hotel, studio/event/gallery/museum, charter school, office, and residential uses continue to be built to serve employees, visitors, and residents in the area. The proposed restaurant, retail, studio/event/gallery/museum, and hotel uses, including the alcohol service, would be compatible with nearby approved projects such as 2143 Violet Street and 1101 East 5<sup>th</sup> Street and proposed projects including 2045 Violet Street, 1100 East 5<sup>th</sup> Street, 4<sup>th</sup> and Central, and 527 Colyton Street.

The Main Conditional Use Permit provides an umbrella entitlement with conditions that apply to the Project Site and in general to the restaurant, retail, studio/event/gallery/ museum, and hotel 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 (LADBS).

In addition to the Main Conditional Use Permit, the Applicant is requesting a Class 2 Conditional Use Permit for the use and maintenance of a rooftop helipad to be located on the roof of Building 5, the tallest (378 feet) of the four proposed structures, located at the site's southwest corner. As the Project proposes up to 1,792,103 square feet of new uses, including 676,437 square feet of office uses and 895 residential units, the helipad would be available for employee and residential use and emergency service uses.

As such, the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption within up to 11 establishments, including three operators within the hotel (a bar, restaurant, and rooftop establishment), mini-bars within hotel guest rooms, room service to hotel rooms and associated outdoor dining/deck areas, and the use and maintenance of rooftop helipad 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 would be an infill development in an area developed with a mix of land uses that include industrial, commercial, open space, and public facilities uses, ranging from low- to mid-rise buildings. Uses immediately surrounding the site to the north across Sixth Street Bridge are one- to three-story office buildings, manufacturing buildings, and Metro Facility Location 64 (a maintenance and repair facility). To the east are the Railway Properties owned by Amtrak, BNSF, and Metro and to the south of the site across the Seventh Street Bridge are one- to four-story mixed-use residential, commercial, office buildings. To the west of the Project Site and across and adjacent to Mesquit Street are multi-story mixed-use residential uses and single-story industrial/commercial uses with surface parking, and the Department of Water and Power River Switching Station electricity substation with an associated electrical tower and a transmission line right-of-way that crosses the Los Angeles River, bisecting the Project Site.

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 restaurant, retail, studio/event/gallery/ museum, hotel, office, 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 sales of alcohol 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 LADBS. 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.

Regarding the request for a Class 2 Conditional Use Permit for the use and maintenance of a helipad, the helipad would be located on the roof of Building 5, which would be 378 feet tall and not be visible from nearby buildings as they are not as tall. The helipad would be available for employee and residential use, as well as emergency service uses. As analyzed in the Project EIR and conditioned, the helipad could be used two times a day (one arrival/departure each time) and the hours of operation would be restricted from 7 A.M. to 10 P.M. Monday through Friday, and 8 A.M. to 10 P.M. Saturday and Sunday. Helicopter approaches and departures are assumed to generally be from the east along the Los Angeles River to avoid approach and departure flight paths over residential uses. Additionally, Section IV.I Noise, of the Project's Draft EIR concluded that none of the nearby residential uses located along 7th Street, immediately west and south of the Project Site, would be exposed to helicopter noise that exceeds the Federal Aviation Administration's (FAA) 65 Aweighted decibels (dBA) Community Noise Equivalent Level (CNEL). (The CNEL standard is the average A-weighted noise level during a 24-hour day that includes an addition of 5 dB to measured noise levels between the hours of 7:00 P.M. to 10:00 P.M. and an addition of 10 dB to noise levels between the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime). Thus, operation of the helipad would be compatible with the existing noise levels in the area.

In addition, the FAA and California Department of Transportation Aeronautics Division are responsible for the ensuring a heliport's design compliance with Federal and State regulations and the issuance of a heliport permit. Lights will be installed as part of the helipad design; however, as the helipad would not be visible from nearby buildings, the required lights would not impact the surrounding neighborhood.

As conditioned, the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption within up to 11 establishments, including restaurants, retail, studio/event/gallery/museum use, and three operators within the hotel (a bar, restaurant, and rooftop establishment), mini-bars within hotel guest rooms, room service to hotel rooms and associated outdoor dining/deck areas, and the use and maintenance of rooftop helipad would be compatible with development on adjacent properties and its location, size height, and operations would 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 13.A.2.10.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 Finding No. 2 and in accordance with Sections 12.24 E, W.1, and W.23 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, Mobility Element, Housing Element, Health and Wellness Element, Air Quality Element, and the Land Use Element – Central City North Community Plan that relate to residential and commercial land uses. Approval of the Project, including the Main Conditional Use Permit and Conditional Use Permit 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- and off-site consumption within up to 11 establishments, including restaurants, retail, studio/event/gallery/museum use, and three operators within the hotel (a bar, restaurant, and rooftop establishment), mini-bars within hotel guest rooms, room service to hotel rooms and associated outdoor dining/deck areas 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 studio and gallery uses nearby other similar uses. The area surrounding the Project Site is urbanized and improved with a range of residential, commercial, and industrial uses. Alcohol sales for on- and off-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 and publicly accessible plaza would directly front Mesquit Street and 7th Street, activating each frontage with pedestrian activity and creating an environment that would be safe, clean, and attractive. The ability for the site to offer a full line of alcoholic beverages would allow the restaurant, retail, studio/event/gallery/museum, and hotel uses to remain competitive with other similar uses serving the

same area, as alcohol service is a common part of these types of commercial 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.

The Community Plan does not specifically address the requested Class 2 Conditional Use Permit for the use and maintenance of a helipad; however, the City's General Plan promotes the provision of services throughout the City in locations that are convenient to the public yet do not impact nearby properties. As stated earlier in Finding No. 2, the Class 2 Conditional Use request is in harmony with the applicable the General Plan elements.

Based on the above, the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption within up to 11 establishments, including restaurants, retail, studio/event/gallery/museum use, and three operators within the hotel (a bar, restaurant, and rooftop establishment), mini-bars within hotel guest rooms, room service to hotel rooms and associated outdoor dining/deck areas, and a CU2 for the use and maintenance of rooftop helipad 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 permit the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption within up to 11 establishments, including restaurants, retail, studio/event/gallery/museum use, and three operators within the hotel (a bar, restaurant, and rooftop establishment), minibars within hotel quest rooms, room service to hotel rooms and associated outdoor dining/deck 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 11 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 cleanup, 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- 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, hotel, 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 LADBS.

Therefore, as conditioned, the request to allow the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption within up to 11 establishments, including restaurants, retail, studio/event/gallery/museum use, and three operators within the hotel (a bar, restaurant, and rooftop establishment), mini-bars within hotel guest rooms, room service to hotel rooms and associated outdoor dining/deck areas, 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 62 active licenses, including, 53 on-sale and 9 off-sale licenses. As such, the number of existing on- 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 11 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, studio/event/gallery/museum, and hotel uses 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 dispensing of a full line of alcoholic beverages for on- and off-site consumption within up to 11 establishments, including restaurants, retail, studio/event/gallery/museum use, and three operators within the hotel (a bar, restaurant, and rooftop establishment), mini-bars within hotel guest rooms, room service to hotel rooms and associated outdoor dining/deck areas 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, adjacent to the Los Angeles River, and generally surrounded by a mix of land uses that include industrial, commercial,

open space, and public facilities uses, ranging from low- to mid-rise 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.

There are seven sensitive uses, including six multi-family residences and one condominium building located within 1,000-foot radius of the Project Site.

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses, including residential 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 11 potential establishments for which alcohol sales are being requested, would front Mesquit Street and/or the Deck, in addition to Building 3, which comprises the entirety of the proposed hotel 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. Zone Variance Findings

In conjunction with the development of the Project, the Applicant is requesting a Zone Variance to permit reduced parking bay widths from what would otherwise be required by LAMC Section 12.21 A.5(b). The following are the required findings to permit a Zone Variance as required by LAMC Section 13B.5.3.

a. The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

The Project requests a Zone Variance to permit reduced parking bay widths from what would otherwise be required by LAMC Section 12.21 A.5(b). The LAMC requires parking bays of variable width depending on a variety of factors, including parking stall dimensions and the angle of parking stalls to the drive aisles in that location. The

Project proposes a design such that the parking bay widths may not meet the minimum dimensional requirements of this Section of the LAMC in every location.

The overall intent of the Zoning Code regarding parking is to ensure developments provide an adequate amount of parking for their proposed uses and to minimize potential parking impacts on the surrounding area. The Project proposes to provide 1,976 parking spaces within a parking structure consisting of both subterranean and above-ground levels covering the majority of the Project Site, which is necessary to meet the anticipated demand generated by the Project's many different uses. The Project is required to provide a relatively high number of parking spaces on the Project Site and has been carefully designed to accommodate this number on-site. Strict application of the parking bay width requirements would mean that the parking structure drive aisles would have to be widened in places, resulting in the loss of a substantial number of parking spaces, and effectively preventing the Project from being able to provide an adequate number of parking spaces on-site and resulting in both practical difficulties for operation of the Project and unnecessary hardship on Project design that can be avoided. As the Project Site is long and narrow, with approximate dimensions of 375 feet at its widest and 70 feet at its narrowest by 1360 feet long, the proposed parking structure measures nearly 1,000 feet long but only approximately 135 feet wide at the northern end, limiting the amount of space for parking and constraining the layout and design of parking aisles. In addition, there is an existing LADWP sewer line that runs under the Project Site, constraining the Project from including additional levels of subterranean parking. As such, the request is necessary to enable the Project to provide an adequate amount of parking in as efficient a layout as possible, given the unique configuration and conditions of the Project Site. In addition, the Project has been designed such that no drive aisle will measure less than 24 feet in width, thereby ensuring that all parking stalls and aisles have adequate access and clearance. Therefore, strict application of the parking bay width requirements of the LAMC would result in practical difficulties and unnecessary hardships for the Project inconsistent with the general intent and purposes of the zoning regulations.

b. There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

The Project Site is a distinctive and unique property directly abutting the Los Angeles River, in the Arts District neighborhood. The Project Site is comprised of four contiguous lots, totaling approximately five acres in size, bounded by the Sixth Street Bridge to the north, Mesquit Street to the west, 7th Street to the south, and the freight and passenger rail lines and rail yards owned by National Railroad Passenger Corporation (Amtrak), Burlington Northern/Santa Fe Railway Company (BNSF), and the Los Angeles County Metropolitan Transportation Authority (Metro) to the east.

The Project Site is unique in that it is both large and unusually shaped and configured. Specifically, the Project Site is long and narrow, with approximate dimensions of 375 feet at its widest and 70 feet at its narrowest by 1360 feet long; and the main portion of the Project Site where the parking levels are proposed measures nearly 1,000 feet long but only approximately 135 feet wide at the northern end, limiting the amount of space for parking and constraining the layout and design of parking aisles. In addition, there is an existing LADWP sewer line that runs under the Project Site, constraining

the Project from including additional levels of subterranean parking. As such, the request is necessary to enable the Project to be able to provide an adequate amount of parking in as efficient a layout as possible, given the unique configuration and conditions of the Project Site. Other properties in the same zone and vicinity are not generally this dimensionally constrained by surrounding improvements. In addition, other properties are not generally this large, or propose such a wide range of uses, and thus would not be required to provide as much parking when built out (assuming a similar land use designation and zone as those being requested for the Project). Therefore, these are special circumstances that apply to the Project Site that do not generally apply to most other properties in the same zone and vicinity.

c. The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

The Project requests a Zone Variance to permit reduced parking bay widths from what would otherwise be required by LAMC Section 12.21 A.5(b). The LAMC requires parking bays of variable width depending on a variety of factors including parking stall dimensions and the angle of parking stalls to the drive aisles in that location. The Project proposes a design such that the parking bay widths may not meet the minimum dimensional requirements of this Section of the LAMC in every location.

The Project Site is unique in that it is both large and unusually shaped and configured. As the Project Site is long and narrow with approximate dimensions of 375 feet at its widest and 70 feet at its narrowest by 1360 feet long, the main portion of the Project Site where the parking levels are proposed measures nearly 1,000 feet long but only approximately 135 feet wide at the northern end, limiting the amount of space for parking and constraining the layout and design of parking aisles. In addition, there is an existing LADWP sewer line that runs under the Project Site, constraining the Project from including additional levels of subterranean parking. Other properties in the same zone and vicinity are not generally this dimensionally constrained by surrounding improvements. In addition, other properties are not generally this large, or propose such a wide range of uses, and would not be required to provide as much parking when built out (assuming a similar land use designation and zone as those being requested for the Project). As such, the request is necessary to enable the Project to be able to provide an adequate amount of parking in as efficient a layout as possible, given the unique configuration and conditions of the Project Site.

The Project proposes to provide up to 1,976 parking spaces within a parking structure consisting of both subterranean and above-ground levels covering the majority of the Project Site, which is necessary to meet the anticipated demand generated by the Project's many different uses. The Project is required to provide a relatively high number of parking spaces on the Project Site and has been carefully designed to accommodate this number on-site. If the request were denied, the parking structure drive aisles would have to be widened in places, resulting in the loss of a substantial number of parking spaces, effectively preventing the Project from being able to provide an adequate number of parking spaces on-site and resulting in both practical difficulties for operation of the Project and unnecessary hardship on Project design, whereas other properties are able to operate with the amount of parking desired and/or required to be provided. Therefore, given the specific circumstances of the Project

Site, the preservation and enjoyment of a substantial use generally possessed by other property in the same zone and vicinity would be denied to the Project Site in question if flexibility in parking bay widths were not granted.

# d. The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

The Project requests a Zone Variance to permit reduced parking bay widths from what would otherwise be required by LAMC Section 12.21 A.5(b). The LAMC requires parking bays of variable width depending on a variety of factors including parking stall dimensions and the angle of parking stalls to the drive aisles in that location. The Project proposes a design such that the parking bay widths may not meet the minimum dimensional requirements of this Section of the LAMC in every location.

The Project Site is large enough to handle vehicle ingress and egress to the parking levels without interfering with traffic flow within the public right-of-way. Parking is proposed to be provided entirely on-site within the Project building footprint, and the Project has been carefully designed to accommodate the required and necessary amount of parking while minimizing any potential impacts on the surrounding area. As the request will be entirely self-contained, granting of the request would not affect any other properties or operations in the vicinity. The request will enable the Project to provide an adequate amount of parking for a wide range of uses which serve the neighborhood and the overall community, thereby improving the public welfare and convenience for both visitors and residents of the surrounding area. Therefore, the Zone Variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

# e. The granting of the variance will not adversely affect any element of the General Plan.

Pursuant to LAMC Section 13.A.2.10.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, W.1, and W.23 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, and the Land Use Element (Central City North Community Plan) that relate to residential and commercial land uses. The Project will 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 supports the commercial viability of the region as a whole.

Specifically, although the Project is requesting a Zone Variance to permit reduced parking bay widths from what would otherwise be required by the LAMC, the Project will remain in substantial conformance with the goals of the General Plan. The overall intent of the Zoning Code regarding parking is to ensure developments provide an adequate amount of parking for their proposed uses and to minimize potential parking

impacts on the surrounding area. The Project proposes to provide up to 1,976 parking spaces within a parking structure consisting of both subterranean and above-ground levels covering the majority of the Project Site, which is necessary to meet the anticipated demand generated by the Project's many different uses. The request will enable the Project to meet this demand entirely on-site, thereby enabling the development of the Project's many proposed uses while minimizing parking impacts on the surrounding area. As the request will be entirely self-contained, granting of the request would not affect any other properties or operations in the vicinity. Therefore, the Zone Variance is substantially consistent with and will not adversely affect any element of the General Plan.

# 11. Project Review Findings

a. The project substantially conforms to the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The Project proposes to construct a new mixed-use development totaling up to 1,792,103 square feet of floor area on an approximately five-acre site and would consist of the following primary components, with up to: 676,437 square feet of office; 271 hotel guest rooms; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of retail; 28,688 square feet of restaurants; 35,515 square feet of studio/event/gallery/museum space; 34,000 square feet of gym uses; and a 30,000 square-foot charter elementary school. The proposed uses would be accommodated in four, interconnected buildings, ranging in height from 210 feet to 378 feet, located above subterranean and podium parking. The Project may also include the construction of a 64,900 square-foot publicly-accessible Optional Deck Concept that would extend over a portion of the adjacent Railway Properties east of the Project Site. The existing one-to four-story freezer, cold storage, and dry storage warehouses and surface parking would be demolished.

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

Pursuant to LAMC Section 13.A.2.10.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 Finding No. 2 and in accordance with Section 13B.2.4.E of the LAMC, is hereby incorporated by reference. As discussed in Finding No. 2, 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 (RIO) District 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. The Project Site is immediately adjacent to the Los Angeles River. Pursuant to LAMC Section 13.17 G.4, the Project is requesting an Exception from the exterior site lighting standards of the RIO District to allow a maximum initial luminance value no greater than 0.50 horizontal and vertical foot candles at the site boundary and 15 feet from the site. Aside from the requested Exception, 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 appearance of parking and loading areas by minimizing the parking building footprint, wrapping the ground floor with office and retail space, locating more than half the parking underground, and placing loading areas within the building.

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 and would be an infill development in an area developed with low- and medium-rise industrial and commercial buildings of widely varying age. The Project Site proposes to demolish the existing one- to four-story freezer, cold storage, and dry storage warehouses and surface parking to accommodate a new, mixed-use development totaling up to 1,792,103 square feet of floor area on an approximately five-acre site, consisting of the following primary components, with up to: 676,437 square feet of office; 271 hotel guest rooms; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of retail; 28,688 square feet of restaurants; 35,515 square feet of studio/event/gallery/museum space; 34,000 square feet of gym uses; and a 30,000 square-foot charter elementary school. The proposed uses would be accommodated in four, interconnected buildings, ranging in height from 210 feet to 378 feet, located above subterranean and podium parking. The Project may also include the construction of a 64,900 square-foot publicly-accessible Optional Deck Concept that would extend over a portion of the adjacent Railway Properties east of the Project Site.

# Height, Bulk, & Mass

The Project Site is located in an urbanized area and generally surrounded by industrial and commercial buildings. To the north across Sixth Street Bridge are one to three-story office buildings, manufacturing buildings, and Metro Facility Location 64 (a maintenance and repair facility). To the east of the Project Site are the Railway Properties owned by National Railroad Passenger Corporation (Amtrak), Burlington

Northern/Santa Fe Railway Company (BNSF), and the Los Angeles County Metropolitan Transportation Authority (Metro). To the south of the site across the Seventh Street Bridge are one- to four-story mixed-use residential, commercial, office buildings. To the west of the Project Site and across and adjacent to Mesquit Street are multi-story mixed-use residential uses and single-story industrial/commercial uses with surface parking, and the Department of Water and Power River Switching Station electricity substation with an associated electrical tower and a transmission line right-of-way that crosses the Los Angeles River, bisecting the Project Site.

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 116 feet to a maximum of 364 feet. The Project's four buildings would range in height from 210 to 378 feet, two of which would be slightly taller than the height of the next tallest proposed project at 4<sup>th</sup> and Central, the Project's maximum height would not be significantly taller than four of the seven projects listed below.

Height and I	Height and Number of Stories of Proposed/Approved Nearby Projects				
Project Number of Location Stories/Height		Distance from Project Site	Approved/Proposed		
2143 Violet Street	31 stories/343 feet	0.5 mile	Approved		
2045 Violet Street <sup>1</sup>	13 stories/273 feet	0.5 mile	Proposed		
1100 East 5 <sup>th</sup> Street <sup>1</sup>	8 stories/116 feet	1 mile	Proposed		
1101 East 5 <sup>th</sup> Street	12 stories/170 feet	1 mile	Approved		
4 <sup>th</sup> Street and Central Avenue <sup>2</sup>	30 stories/max height of 364 feet	1.2 mile	Proposed		
527 Colyton Street	12 stories/148 feet	0.9 mile	Proposed		
401 Hewitt Street	18 stories/292 feet	1 mile	Approved		

<sup>&</sup>lt;sup>1</sup> This project was approved by the City Planning Commission in November 2024. <sup>2</sup> This project would include five buildings.

The Project 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 is designed in a contemporary architectural style that

alternates different textures, colors, materials, and distinctive architectural treatments including concrete, steel, and glass, which are prevalent throughout the Arts District's warehouses and industrial structures. The proposed buildings would also include transparent facades, a sculptural profile, and three-dimensional stepped design that cascades down to the ground floor, combined with a range of outdoor spaces, maximizing views of the River and City skyline, and connecting the Optional Deck Concept with Mesquit Street and the Seventh Street Bridge.

# 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. 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 with a Regional Commercial land use designation that abut a street or alley. As proposed, the Project does not provide any front, side, rear yard setbacks for commercial uses. As the front yard abuts Mesquit Street, no residential setback is required; however, 16-foot side yards and a 20-foot rear yard setback are provided for residential uses.

# Off-Street Parking and Loading Area

The driveway and loading zone areas were sited to minimize interference between pedestrians and vehicles. Ingress/egress vehicular access to the Project Site would be provided from five driveways, two of which would be accessible via 7<sup>th</sup> Street; and three via Mesquit Street which would have two access points, one driveway in the center and two driveways near the northern edge of the Project Site, and both of which would provide ingress/egress access. The driveways would be designed in accordance with Los Angeles Department of Transportation (LADOT) standards. All driveways along Mesquit would provide ingress/egress access. Vehicles would be restricted from turning left into the eastern 7<sup>th</sup> Street driveway and limited to egress only with right-turns out of the western driveway. The eastern driveway on 7th Street would also be signalized to facilitate safe pedestrian access across the Seventh Street Bridge.

A curbside passenger loading zone would be provided along Mesquit Street, from Jesse Street to 6th Street. Commercial loading docks would be located on the ground level of the Project's parking structure; and truck deliveries would enter and exit the parking structure via the northern driveway on Mesquit Street and have ability to turnaround on-site. A loading area to accommodate passenger vehicles would also be accessible via the northern driveway on Mesquit Street.

Vehicle parking would be provided in a parking garage, with five subterranean levels, one at grade, and one mezzanine level, and the Project would provide 1,976 spaces. As conditioned, the Project shall comply with the DTLA 2040 parking regulations. In addition, the Project would provide 30 percent of its provided parking spaces to be Electric Vehicle (EV) ready, and 10 percent of its provided parking spaces would be provided chargers for EV within the subterranean parking levels.

# Landscaping

The Project provides a usable open space throughout the Project Site, of which a portion is proposed to be landscaped with various species of native and Mediterranean grasses, shrubs, and trees. The Project Site contains no existing trees or vegetation, including in any adjoining public right-of-way. A total of 224 trees would be planted, 213 of which will be planted throughout the Project Site and 11 trees to be planted in the public right-of-way.

# **Trash Collection**

As conditioned, all trash and recycling areas would be enclosed and screened from public view and accessed via the eastern side of Buildings 1, 2, 3, and 5.

# <u>Lighting & Building Signage</u>

The Project would add new retail, restaurant, studio/event/gallery/museum, office, school, and residential uses that include accent and security lighting, in compliance with LAMC requirements. 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. Additionally, the Project's helipad design would include lighting and, as conditioned, would comply with Federal, State, and applicable local regulations. As stated in Finding No. 9, the helipad would be located on the roof of Building 5, which would be 378 feet tall and would not be visible from nearby buildings. Thus, the helipad lighting would not intrude onto adjacent properties.

The Project also includes a request for a Supplemental Signage Use District. The Sign District would ensure cohesive signage throughout the site, supporting placemaking efforts that contribute to the Project. The Sign District would regulate Wall Signs, Pillar Signs, and On-Site Digital Displays; and would include tenant and project identification, general information, and pedestrian wayfinding. As conditioned, that there shall be no off-site signage of any kind.

As an infill commercial and residential development, the 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 895 residential units and would be required to provide 89,725 square feet of open space based on the number of proposed unit mix.

The Project would exceed the requirements for usable common open space, not including the 64,900 square-foot Optional Deck Concept, of which 47,926 square feet is proposed to be landscaped with various species of native and Mediterranean grasses, shrubs, and trees. On the ground level are the Northern Landscaped Area and the Mesquit Plaza, as well as streetscape buffers/areas and landscape buffers.

On the deck level, which is equivalent to Level 3, the Project proposes various deck areas and the potential addition of a 64,900 square-foot Optional Deck Concept. All of these areas shall be publicly accessible. Other common open space areas that are provided for on-site residents and hotel guests total 12,040 square feet and 3,455 square feet, respectively. While private open space in the form of balconies is provided, they are not being counted towards the usable open space calculations as the proposed common open space exceeds the minimum LAMC requirements.

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

# 12. State Housing Element Law Findings

The Project is located on parcels identified in the Inventory of Sites prepared for the 2021-2029 Housing Element, which was anticipated to accommodate 152.6 Very Low Income Units, 152.6 Low Income Units, and 238.8 Above-Moderate Income Units. The Project proposes 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households. Therefore, the Project would result in fewer units by income category than those identified in the Housing Element.

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

Pursuant to LAMC Section 13.A.2.10.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 Finding No. 2 and 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 Housing Element. The Project would include 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households, and 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. Specifically, the Project would provide a range of residential unit types, including studio, one bedroom, and penthouse units.

b. The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

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 May 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 May 1, 2024, the City has a remaining capacity of 111,247 Very Low Income Units, 65,133 Low Income Units, 74,766 Moderate Income Units, and 153,459 Above-Moderate Income Units. The excess Above-Moderate Income Unit capacity may accommodate both Moderate and Above Moderate Unit RHNA Allocations. Therefore, 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.

# CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

### Introduction

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of the 670 Mesquit Project by preparing an environmental impact report (EIR) ENV-2017-249-EIR (SCH No. 2017041071). 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 670 Mesquit Project EIR, consisting of the Draft EIR, the Final EIR, and Addendum, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and environmental impacts of 670 Mesquit Project, located within the Arts District at 606-612, 638-694, and 679-689 South Mesquit Street, 1494-1498 East 6th Street, and 2119-2135 East 7th Street within the Central City North Community Plan area of the City of Los Angeles. The Project (Modified Alternative 2) proposes to construct a new, mixeduse development totaling up to 1,792,103 square feet of floor area on an approximately five-acre site. Modified Alternative 2 would consist of the following primary components, with up to: 676,437 square feet of office; 271 hotel guest rooms; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of retail; 28,688 square feet of restaurants; 35,515 square feet of studio/event/gallery/museum space; 34,000 square feet of gym uses; and a 30,000 square-foot charter elementary school. The proposed uses would be accommodated in four, interconnected buildings, ranging in height from 210 feet to 378 feet, located above subterranean and podium parking. Modified Alternative 2 may also include the construction of a 72,990 square-foot publicly-accessible Optional Deck Concept that would extend over a portion of the adjacent railway properties east of the Project Site. The existing one- to four-story freezer, cold storage, and dry storage warehouses and surface parking would be demolished.

The Draft EIR was circulated for a 47-day public comment period beginning on December 30, 2021, and ending on February 14, 2022. A Notice of Availability (NOA) was distributed on December 30, 2021, 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 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, Little Tokyo Branch Library, Robert Louis Stevenson Branch Library. A copy of the document was also posted online at https://planning.lacity.gov/development-services/eir/670-mesquit-project-0 and was available for purchase on a CD-ROM through the Department of City Planning.

The Final EIR was then distributed on December 7, 2022. 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, identifying Alternative 2 as the Preferred Alternative, on August 22, 2023 ("Certified EIR") in conjunction with the approval of the Project's Vesting Tentative Tract Map No. VTT-74765. 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 DAA adopted the MMP in the EIR as a Condition of Approval. All mitigation measures in the MMP are also imposed on the Project through Condition of Approval of CPC-2017-247-GPAJ-VZCJ-HD-SN-SPPE-MCUP-CU2-ZV-PR, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

An Addendum was posted on the Department of City Planning website in November 2024. The Addendum analyzed modifications to the preferred development alternative for the Project (Modified Alternative 2), including reducing the office space square-footage, increasing the number of hotel guest rooms and residential units, decreasing the retail, restaurant, studio/event/gallery/museum use, gym, and charter school floor area, reducing the publicly-accessible deck square-footage, and the number of buildings from five to four.

# 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:

- 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
- 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 <a href="https://planning.lacity.org/project-review/environmental-review/published-documents">https://planning.lacity.org/project-review/environmental-review/published-documents</a> (to locate the documents, select "Environmental Impact Reports (EIRs)" and search for the environmental case number).

# PUBLIC HEARING AND COMMUNICATIONS

Two public hearings were held for the Project. First, a Hearing Officer (HO) Hearing was held virtually and telephonically via Zoom by the Hearing Officer on behalf of the City Planning Commission on December 7, 2022, at 10:00 a.m. Due to pending comments from the Bureau of Engineering (BOE) and ongoing discussions with the Applicant with BOE and the owners of the Railway Properties, the December 7th Hearing only included the HO and did not include the Deputy Advisory Agency (DAA) requests. This was addressed on the record in the December 7thth HO Hearing. Subsequently, a joint public hearing was held virtually and telephonically via Zoom by the DAA and HO on behalf of the City Planning Commission on March 22, 2023, at 9:30 a.m., for the proposed subdivision and Project entitlements. In attendance at both hearings were the Applicant's Team and Representative, members of the subdivision committee, and members of the general public.

# Summary of Public Hearings

- Present: There was a combined total of 51 participants during both meetings, including City Planning Staff, the Applicant team, members of the Subdivision Committee, and members of the public.
- 2. Public Speakers: A combined total of 34 people spoke at both hearings, not inclusive of the Applicant team; 32 people spoke in support of the project; two people spoke against the Project. In addition, a total of 31 written comments were received to express support for the Project.
- 3. The Applicant's Representative described the Project design and entitlement requests.
- 4. Public Hearing Testimony

### Speaker Comments Supporting the Project

- The Project will benefit the community by transforming the neighborhood and providing new jobs.
- The Project provides skilled trade construction jobs to local members of the community.
- The Project will add positive growth to the Arts District neighborhood.
- The Project will focus on the pedestrian streetscape and placemaking to beautify the existing community.
- The Project will add jobs and provide affordable housing for the community.
- The Project's proposed school use would benefit the community and potential residents of the Project.

# Speaker Comments Opposing the Project

- The Project is inconsistent with the adjacent Fashion District and industrial land uses surrounding the Project Site.
- The Project should provide industrial uses to improve upon the Project Site while complementing the existing surrounding area and remaining compliant with the proposed DTLA 2040 industrial land use designation.

• The Project needs more affordable housing which is consistent with the proposed DTLA 2040 Community Plan and existing Community Plan.

# Response to Public Testimony:

- The Applicant clarified that the Project would not need an additional tract map due to the proposed Optional Deck Concept, and it is not anticipated that there would be any additional amendments to the existing tract map.
- The Applicant clarified that the Project is seeking to approve and develop Alternative 2 as proposed and analyzed in the EIR, which, like the Project, includes an Optional Deck Concept.
- The Applicant provided their contact information to a commenter who inquired about collaboration with a local non-profit regarding the Project's potential school use.
- The Applicant addressed public comments related to developing industrial uses on the Project Site in accordance with the proposed DTLA 2040 land use designation by stating that commercial uses are allowable under the proposed land use designation on the Project Site.
- The Applicant stated that they are looking forward to working with all union representatives who provided comments on the Project.
- Lastly, the HO requested that speakers with questions contact the City if they had additional questions or requests for clarification after the HO hearing.

### WRITTEN CORRESPONDENCE

City Staff received 31 written comments from members of the public in support of the Project. Comments in support of the Project were similar to those submitted during the Public Hearings held for the Project.

# EXHIBIT A Project Plans

CPC-2017-247-GPAJ-VZCJ-HD-SN-SPPE-MCUP-CU2-ZV-PR
December 12, 2024

# 670 MESQUIT 670 MESQUIT STREET LOS ANGELES, CA 90021



CIVILER BANCHO COLO STORAGE, INC.	CLENT/APPLICANT ZADARRY VELLA / RCS VELLC	ARCHITECT BLARKE NIGELS GROUP	STRUCTURAL ENGINEER THORNTON TOMASETTI	CIVIL DISPLETER REFF CONSULTING DISPLETES	CODE CONSULTANT WOODN FRE	SUSTAINBILITY ATELER 10
676 MESQUIT STREET	36 MELROSE PLACE	45 MAN STREET, SUITE 900	AON CENTER, 737 WLSHIFE BLVD #4450	700 S FLONER ST, #2100	55 W STH ST, 35TH FLOOR	25 HEARNY ST, SUITE 500
LOS ANCELES, CALIFORNIA SOCCI	LOS ANGELES, CHLIPORNA 90003	BROOKLYK, MY 1027 ( USA	LCS ANGELES, CA 90517	LOS ROCELES, CALIFORNIA 90017	LOS ANGELES, CALFORNIA 90013	SAN FRANCISCO, CALFORNIA SHIDS
T +1 2 D 624 8861	T =1 212 686 2000	T +1 34T 548 4141	T +1 213 330 7000	T +1 213-110 0201	T +1 TH 330 2181	T+1 415 351 2100
CLENT REPRESENTATIVE	CLENT	LANDSCAPE ARCHITECT	HEP ENGINEER / VT / LOGISTICS/ FACACE	TRAFFIC	PARKING	SHORING
GARDINER THEOGRALD	LONDON & REGIONAL PROPERTES	STUDIO MLA	ARLIP & FARTNERS	FEHR & PEERS	WATEY DESIGN, INC.	LABB FUNK
767 S ALAMEDA STREET, SUITE #300	55 SARER ST	251 SOUTH MISSION ROAD	900 NESHIRE BLVD, 19TH FLOOR	600 WILSHIPE BLVD, SUITE 1050	208 GATEWAY PLACE, SLETE 503	219 SINN ST
LOG ANGELES, CALIFORNIA 90021	CONDON, UK WILL SEW	LOS ANGELES, CA 98833	LOS ANGELES, CA 90017	LOS RIVELES, CALIFORNIA 90017	SAN JOSE, CALIFORNIA 52113	EL SEGUNDO, CALIFORNIA 90345
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670 MESQUIT
679 MESQUIT STREET
LOS ANGELES, CA 20121

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STRUCTURAL DIGINER	MEP ENGINEER / VT / LOGISTICS/ FACA		
THORNTON TOWASETTI	ARUP & PARTNERS		
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CIVIL ENGINEER	TRAFFIC		
KPFF CONSULTING ENGINEERS	FENR & PEERS		
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CODE CONSULTANT	PARKING		
WCCEN FIRE	MATRY DESIGN, INC.		
SSS W STH ST. 26TH FLOOR	2009 GATEWAY PLACE, SUITE 550		
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T =1 714 230 2181	T +1 533 917 PARK		
SUSTAINABILITY	SHORING		
ATELIER 10	LAGIG FUNK		
25 KEARNY ST. SUITE SEO	219 MAIN ST		
SAN FRANCISCO, CALIFORNIA 94108 T +1 415 251 2100	EL SEGUNDO, CALIFORNIA 9096 T +1 213 239 9700		

3/22/2024	ENTITLEMENT SUBMITTAL #6
/11/2022	ENTITLEMENT SUBMITTAL #5
106/2019	ENTITLEMENT SUBMITTAL #4
24/2017	ENTITLEMENT SUBMITTAL #3
103/2017	ENTITLEMENT SUBMITTAL #2
1/23/2017	ENTITLEMENT SUBMITTAL #1

NOT FOR CONSTRUCTION





**COVER SHEET** 

PROJECT MARRIER
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FORMAL
ARCH D

# **SHEET INDEX**



		SHEET	TITLE	FORMAT	SCALE.
		SHEET	Tille	[FURMA]	SUALE
	OVERALL FLOOR PLANS	A-101	BASEMENT LEVEL 5	TARCH D	1" = 40'-0"
		A-102	BASEMENT I PVEL 4	ARCH D	1" = 40"-0"
		A-103	BASEMENT LEVEL 3	ARCH D	1" = 40"-0"
		A-104	BASEMENT LEVEL 2	ARCH D	1" = 40"-0"
		A-105	BASEMENT LEVEL 1	ARCH D	1" = 40"-0"
		A-106	L01 GROUND FLOOR	ARCH D	1" = 40"-0"
		A-107	LO2 MEZZANINE FLOOR PLAN	ARCH D	1" = 40'-0"
		A-108	LOS DECK LEVEL FLOOR PLAN	ARCH D	1" = 40"-0"
		A-109	B1-L05/B2-L04/B3-L04/B5-L03 FLOOR PLAN	ARCH D	1" = 40"-0"
		A-110	B1-L09 / B2-L07 / B3-L09 / B5-L06 FLOOR PLAN	ARCH D	1" = 40"-0"
		A-111	B3-L17 ROOF TERRACE FLOOR PLAN	ARCH D	1" = 40"-0"
		A-112	B3-ROOF FLOOR PLAN	ARCH D	1" = 40"-0"
		A-113	B2-L22 ROOF TERRACE FLOOR PLAN	ARCH D	1" = 40"-0"
		A-114	R2-L23 ROOF TERRACE FLOOR PLAN	ARCH D	1" = 40"-0"
		A-115	B2-ROOF FLOOR PLAN	ARCH D	1" = 40"-0"
		A-116	B1-L31 ROOF TERRACE FLOOR PLAN	ARCH D	1" = 40"-0"
		A-117	B1-L32 ROOF TERRACE FLOOR PLAN	ARCH D	1" = 40'-0"
		A-118	B1-L33 / B5-L24 FLOOR PLAN	ARCH D	1" = 40"-0"
		A-119	BOOF PLAN	ARCH D	1" = 40"-0"
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	BUILDING FLOOR PLANS	A-120	BUILDING 1 PLANS	ARCH D	1" = 40"-0"
		A-121	BUILDING 2 PLANS	ARCH D	1" = 40"-0"
		A-122	BUILDING 3 PLANS	ARCH D	1" = 40"-0"
		A-123	BUILDING 5 PLANS	ARCH D	1" = 40"-0"
		A-124	BUILDING 5 PLANS	ARCH D	1" = 40"-0"
		A-125	BUILDING 5 PLANS	ARCH D	1" = 40"-0"
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	SECTIONS	A-251	N/S SECTIONS	ARCH D	1" = 40"-0"
		A-252	NS SECTIONS	ARCH D	1" = 40"-0"
		A-253	EW SECTIONS	ARCHD	1" = 40"-0"
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	ELEVATIONS	A-301	WEST ELEVATION	ARCHD	1" = 40"-0"
		A-302	NORTH ELEVATION	ARCHD	1" = 40"-0"
		A-303	EAST ELEVATION	ARCHD	1" = 40"-0"
		A-304	SOUTH ELEVATION	ARCHD	1" = 40"-0"
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Г	RENDERINGS	A-401	RENDERING 1	ARCHD	1" = 40"-0"
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		A-403	RENDERING 3	ARCHD	1" = 40'-0"
		A-404	RENDERING 4	ARCHD	1" = 40"-0"
		A-405	RENDERING 5	ARCHD	1" = 40'-0"
		A-406	RENDERING 6	ARCHD	1" = 40"-0"

	L - LANDSCAPE			
	SHEET	TITLE	FORMAT	SCALE
LANDSCAPE	L-1.01	OPEN SPACE CALCULATIONS	ARCH D	As indicated
	L-1.02	OPEN SPACE CALCULATIONS	ARCH D	As indicated
	L-1.03	LANDSCAPE CONCEPTUAL PLAN - GROUND LEVEL	ARCH D	1" = 60'-0"
	L-1.04	LANDSCAPE CONCEPTUAL PLAN - DECK LEVEL	ARCH D	1" = 60'-0"
	L-1.05	LANDSCAPE CONCEPTUAL PLAN - B3 L17	ARCH D	1" = 60'-0"
	L-1.06	LANDSCAPE CONCEPTUAL PLAN - B2 L22	ARCH D	1" = 60'-0"
	L-1.07	LANDSCAPE CONCEPTUAL PLAN - B2 L23	ARCH D	1" = 60'-0"
	L-1.08	LANDSCAPE CONCEPTUAL PLAN - B1 L31	ARCH D	1" = 60'-0"
	L-1.09	LANDSCAPE CONCEPTUAL PLAN - B1 L32	ARCH D	1" = 60'-0"
	L-1.10	LANDSCAPE CONCEPTUAL PLAN - SITE COMPOSITE	ARCH D	1" = 60'-0"
	L-1.11	PLANTING PALETTE	ARCH D	NTS
	L-1.20	SUPPLEMENTARY OPEN SPACE CALCULATIONS	ARCH D	NTS
	L-1.21	SUPPLEMENTARY OPEN SPACE CALCULATIONS	ARCH D	NTS
	L-1.22	SUPPLEMENTARY OPEN SPACE CALCULATIONS	ARCH D	NTS
	L-1.23	SUPPLEMENTARY OPEN SPACE CALCULATIONS	ARCHD	NTS



670 MESQUIT

OWNER	CLIENT / APPLICANT
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ARCHITECT	LANDSCAPE ARCHITECT
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STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ FAC
THORNTON TOWASETTI	ARUP & PARTNERS
ACM CENTER 707 HILSHRE BLVD#4450	907 WE SHEET BLVD 1974 ELOOP
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CIVIL ENGINEER	TRAFFIC
KIFF CONSULTING ENGINEERS	FENR & PEERS
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T +1 213 418 0201	T =1 213 261 3050
CODE CONSULTANT	PARKING
WCCCN FIRE	WATRY DESIGN, INC.
SSS W STH ST. 26TH FLOOR	2009 GATEWAY PLACE, SUITE 550
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
T =1714 330 2181	T =1 833 917 PARK
SUSTANABUTY	SHORING
ATELIER 10	LADIO FUNK
25 KEARNY ST. SUITE SEE	219MAN ST
SAN FRANCISCO, CALIFORNIA 94108	EL SEGUNDO, CALIFORNIA 90945

NOT FOR CONSTRUCTION





SHEET INDEX

| FREADET NAMEER | 19527 | DIESET NAMEER | 19527 | COS NAMEER | SEALE | G=001 | RICHARD | RICHAR

### PROJECT IDENTIFICATION

OWNER: FRANK GALLO/RANCHO COLD STORAGE

670 MESQUIT STREET. LOS ANGELES, CA 90021 T +1 213 624 8861

ZACHARY VELLA/RCS VE LLC APPLICANT:

8436 MELROSE PLACE. LOS ANGELES, CA 90069 T +1 212 686 2500

PROJECT ADDRESS: 670 MESQUIT STREET LOS ANGELES, CA 90021

T +1 213 624 8861

LEGAL DESCRIPTION: SEE SHEET G-102 FOR DETAILED

LEGAL DESCRIPTION

NEW CONSTRUCTION: FOUR BUILDING MIXED-USE DEVELOPMENT THAT WILL INCLUDE CREATIVE OFFICE SPACE, DESCRIPTION:

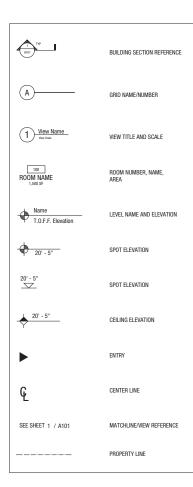
CREATIVE OFFICE SPACE,
MULTI-FAMILY RESIDENTIAL HOUSING (INCLUDING
AFFORDABLE HOUSING), HOTEL, AND A RANGE
OF COMMERCIAL USES INCLUDING RETAIL (INCLUDING GROCERY STORE AND FARMER'S MARKET, RESTAURANTS) STUDIO, EVENT, GALLERY, POTENTIAL MUSEUM SPACE, GYM, AND A CHARTER SCHOOL.



SYMBOLOGY

NOTES

I. DIMENSIONS MAY VARY WITH LOCAL CODES.





670 MESQUIT

OWNER	CLIENT / APPLICANT
RANCHO COLD STORAGE, INC.	ZACHARY VELLA / RCS VE LLC
670 MESQUIT STREET LOS ANGELES, CALIFORNIA 90021 T+1 213 624 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90000 T +1 212 606 2500
CLIENT REPRESENTATIVE	CLENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIE
767 S ALAMEDA STREET, SUITE 6000 LOS ANGELES, CALIFORNIA 90021 T+1 210 598 1994	SS BAKER ST LONDON, UK W1U SEW T +64 (929 7562 9000
ARCHITECT	LANDSCAPS ARCHITECT
BUARKE INGELS GROUP	STUDIO NLA
45 MAN STREET, SUITE 900 BROOKLYN, NY 11301, USA T +1 367 588 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 98033 T +1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ I
THORNTON TOMASETTI	ARUP & PARTNERS
AGN CENTER, 707 WILSHIRE BLVD #6450 LDS ANGELES, CA 90017 T+1 213 230 7000	900 WILSHIRE BLVD, 19TH FLOOR LOS ANGELES, CA 90017 T +1 210 578 4600
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FEHR & PEERS
700 S FLOWER ST, #2100 LOS ANGELES, CALIFORNIA 90017 T+1 213 418 6291	606 WILSHIRE BLVD, SUITE 1050 LOS ANGELES, CALIFORNIA 90017 T +1 213 261 3050
CODE CONSULTANT	PARKING
WOOEN FIRE	WATRY DESIGN, INC.
SSS W STIN ST., 35TH FLOOR LOS ANGELES, CALIFORNIA 90013 T+1 714 230 2101	2000 GATEWAY PLACE, SUITE 550 SAN JOSE, CALIFORNIA 95110 T +1 922 917 PARK
SUSTAINABILITY	SHORING
ATELIER 10	LADIS FUNK
25 KEARNY ST, SUITE 500 SAN FRANCISCO, CALIFORNIA 94100 T +1 415 351 2100	219 MAIN ST EL SEGUNDO, CALIFORNIA 98245 T +1 213 229 9700

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND MAY NOT BE USED FOR OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT OR COMPLETION OF THIS PROJECT BY OTHERS.

NOT FOR CONSTRUCTION





SYMBOLS, **ABBREVIATIONS & PROJECT** INFORMATION

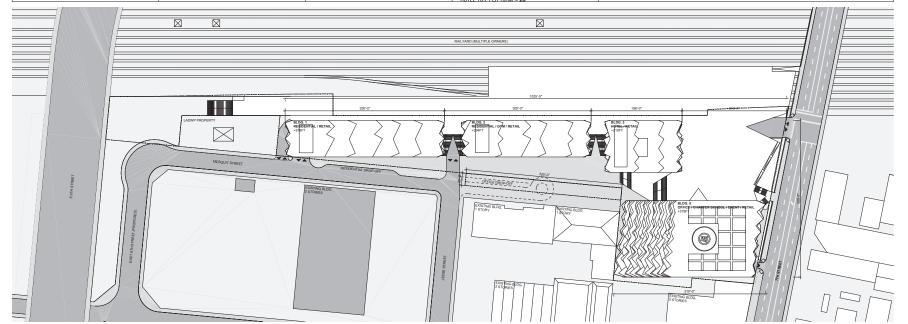
SCALE 1" = 50'-0" G-002

RCH D ARCH D

VICINITY MAP



GENERAL INFO	RMATION	FLOOR AREA	RESIDENTIAL DENSITY	NOTES	VEHICLE PARKING			
PROJECT ADDRESS: 670 LOS Al	0 MESQUIT STREET, NGELES, CA 90021	EXISTING F.A.R. (PER HEIGHT DISTRICT NO.1): 1.5:1	DWELLING UNITS ALLOWED: 1,122 UNITS	[A] SOURCE: APARTMENTS PARKING REQUIREMENT PER CENTRAL CITY PARKING DISTRICT STANDARDS PURSUANT TO LAMC 12.21.A.4(p)	LAND USE	SIZE	VEHICLE PARKING REQUIRED RATIO	REQ'D VEHICLE SPACE
GENERAL PLAN LAND US MANUFACTURING/INDUS PROPOSED GENERAL PL	STRIAL	PROJECT F.A.R.: 7.99:1 PROJECT FLOOR AREA:	DWELLING UNITS PROPOSED IN CURRENT PLAN: (SUBJECT TO CHANGE):  895 TOTAL UNITS 16% RESERVED FOR AFFORDABLE HOUSING IN	[B] SOURCE: HOTEL PARKING REQUIREMENT PER CENTRAL CITY PARKING DISTRICT STANDARDS PURSUANT TO LAMC 12.21.A.4(p)	APARTMENTS [A]	356 STUDIOS 530 1-BEDROOM 0 2-BEDROOM 9 PENTHOUSE	1 SPACE/UNIT 1 SPACE/UNIT 1 SPACE/UNIT 1.25 SPACES/UNIT	356 530 0 12
	CENTER COMMERCIAL	BUILDING 1 : 540,311 SF BUILDING 2 : 295,331 SF	COMPLIANCE WITH MEASURE JJJ	[C] SOURCE: OFFICE PARKING REQUIREMENT PER ENTERPRISE ZONE PURSUANT TO LAMC 12.21.A.4(x)		895 TOTAL UNIT		898
CURRENT ZONE: M3-1-I PROPOSED ZONE: C2-3-		BUILDING 3 : 202,033 SF BUILDING 5 : 754,428 SF TOTAL : 1,792,103 SF		[D] SOURCE: RETAIL PARKING REQUIREMENT PER ENTERPRISE ZONE PURSUANT TO LAMC 12.21.A.4(x)	HOTEL [B]	1-20 ROOMS 21-40 ROOMS 41-271 ROOMS	1 SPACE/2 UNITS 1 SPACE/4 UNITS 1 SPACE/6 UNITS	10 5 39
BLDG. HEIGHT		SETBACKS	LOT AREA & BUILDABLE AREA	[E] INCLUDED IN THE PARKING COUNT :  - 32 ACCESSIBLE STANDARD PARKING SPACES (7 EVCS ACCESSIBLE PP)		271 TOTAL ROOMS		54
EXISTING HEIGHT: 61' ALLOWABLE BLDG. HEIG UNLIMITED (HEIGHT DIS	GHT (PER LAMC 12.21.1): STRICT 3)	SETBACK REQUIREMENTS FOR COMMERCIAL USES (PER LAMC 12.14.4):	GROSS LOT AREA BEFORE PROPOSED VACATIONS OR DEDICATIONS: 201,350 SF (4.62 AC)	ACCESSIBLE PP) - 7 ACCESSIBLE VAN PARKING SPACES (2 EVCS VAN ACCESSIBLE PP) - 7 EVCS AMBULATORY PARKING SPACES - 283 EVCS STANDARD PARKING SPACES	OFFICE [C] RETAIL [D] EVENT GYM	676 KSF 43 KSF 36 KSF 34 KSF	2 SPACES/KSF 2 SPACES/KSF 2 SPACES/KSF 10 SPACES/KSF	1,353 86 72 340
		FRONT YARD: NOT REQUIRED SIDE YARD: NOT REQUIRED	NET LOT AREA AFTER PROPOSED VACATIONS AND DEDICATIONS: 224,408 SF (5.15 AC)	- 548 EVSE STANDARD PARKING SPACES (FUTURE) -COMPACT COMMERCIAL PP < 40%		TOTAL COMMERCIAL		1,851
ADDRESS / LE	GAL DESCRIPTION	REAR YARD: NOT REQUIRED	NET LOT AREA AFTER PROPOSED VACATIONS AND DEDICATIONS WITH DECK: 297.398 SF (6.82 AC)	[F] SHORT TERM BYCICLE PARKING:	CHARTER SCHOOL	20 CLASS ROOMS	1 SPACE/1 CLASS ROOM	20
APN	SEE SHEET G-102 FOR DETAILED LEGAL	SETBACK REQUIREMENTS FOR RESIDENTIAL AND MIXED USES (PER LAMC 12.14.A & LAMC 12.11.A):	DEDICATIONS WITH DECK: 297,398 SF (6.82 AC)	-RESIDENTIAL 1-25DU = 1B.P. PER 10DU = <b>2.5</b>	TOTAL # OF CAR/ VAN PARKING	SPACES: REQUIRED [E]		2,823
5164-017-002 5164-017-003	DESCRIPTION	FRONT YARD: NOT REQUIRED SIDE YARD:16'	OPEN SPACE	26-100DU = 1B.P. PER15DU = 5 101-200DU = 1B.P. PER 40DU = 5 200DU+ = 1B.P. PER 15DU = 17.38	TOTAL # OF CAR/ VAN PARKING	S SPACES: PROVIDED		1,976
5164-017-006		REAR YARD: 20'	OPEN SPACE REQUIREMENTS (PER LAMC 12.21.G): 89,725 SF	-OFFICE 1B.P PER 1,000SF = <b>68</b> -GYM, RETAIL AND EVENT 1B.P. PER 2,000SF = <b>57</b> -SCHOOL 4 B.P. PER 1 CLASSRM = <b>80</b>	BICYCLE PARKING			
5164-017-008			TOTAL OPEN SPACE PROPOSED: 168,229 SF HARDSCAPE AREA TOTAL: 116.410 SF (69%)	-HOTEL 1BP PER 10RM = 28	TOTAL # OF SHORT TERM BICY	CLE: REQUIRED/PROVIDED (	PER LAMC 12.21.A.16.) [F]	263
5164-018-009			LANDSCAPE AREA TOTAL: 110,410 St (05%)	[G] LONG TERM BYCICLE PARKING: -RESIDENTIAL	TOTAL # OF LONG TERM BICYC	LE: REQUIRED/PROVIDED (P	ER LAMC 12.21.A.16.) [G]	522
5164-016-009 5164-016-010			TREE REQUIREMENTS (PER LAMC SECTION 12.21.G)	1-25DU = 1B.P. PER 1DU = <b>25</b> 26-100DU = 1B.P. PER 1.5DU = <b>50</b> 101-200DU = 1B.P. PER 2DU = <b>50</b>				•
5164-016-010			EXISTING TREES: 0	200DU+ = 1B.P. PER 4DU = <b>174</b> -0FFICE 1B.P PER 5,000SF = <b>136</b>				
(A PORTION)			TOTAL TREES REQUIRED/PROPOSED: 224	-GYM, RETAIL AND EVENT 1B.P PER 2,000SF = <b>57</b> -SCHOOL 1B.P PER 10CLASSRM = <b>2</b> -HOTEL 1B.P PER 10RM = <b>28</b>				





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NOT FOR CONSTRUCTION



SITE PLAN

PROJECT NUMBER
16507

SCALE
1"=60"0"

TODIAL
ARCH D

### APN: 5164-016-009, -010, -803 (PORTION)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA. AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOTS 76 THROUGH 87, INCLUSING, OF THE GOODWIN TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 42, OF MISCELLANEOUS RECORDS, ALSO BEING A PORTION OF PARCEL 3-A, AS PER DEED RECORDED JANUARY 13, 1977, AS INSTRUMENT NO. 77-45688, OF OFFICIAL RECORDS, BOTH IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY. DESCRIBED AS POLLOWED.

BEGINNING AT THE WESTERLY TERMINUS OF THAT CERTAIN COURSE DESCRIBED WITHIN PARCEL 3-A OF SAID DEED RECORDED ON JANANAY 13, 1977 AS MISTROMMENT NO. 77 -45686, STATED THEREIN AS NORTH 84" 47" 22" EAST 13:2.81 FEET, SAID POINT ALSO BEING THE INTERSECTION OF THE WESTERLY LINE OF THAT CERTAIN DEED RECORDED SEPTEMBER 20, 19:24, IN 800K 4052, PAGE 242, 0F OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDED OF SAID COUNTY, WITH THE SOUTHERLY LINE OF THAT CERTAIN DEED BIRING THE FINAL ORDER OF CONDEMNATION DOCUMENT, RECORDED OCTOBER 28, 1931, AS CASE NO. 296924, SUPERIOR COURT CASE:

THENCE, LEAVING SAID INTERSECTION, ALONG SAID SOUTHERLY LINE, NORTH 84° 50' 00" EAST 89.00 FEET;

THENCE, LEAVING SAID SOUTHERLY LINE, SOUTH 11° 02' 32" EAST 110.58 FEET;

THENCE, SOUTH 11° 34' 24" EAST 345.91 FEET;

THENCE, SOUTH 79° 26' 45" WEST 46.52 FEET, TO A POINT ON THE WESTERLY LINE OF PARCEL 3-A OF SAID DEED RECORDED JANUARY 13. 1977 AS INSTRUMENT NO. 77-45686:

THENCE, ALONG LAST SAID WESTERLY LINE, NORTH 10° 40' 43" WEST 309.55 FEET, TO THE SOUTHERLY LINE OF THE LAND DESCRIBED WITHIN SAID DEED RECORDED SEPTEMBER 20,1924 IN BOOK 4052, PAGE 242, OF OFFICIAL BECORDE.

THENCE, ALONG LAST SAID SOUTHERLY LINE, SAID LINE ALSO DESCRIBED WITHIN PARCEL 3-A OF SAID DEED RECORDED JANUARY 13, 1977 AS INSTRUMENT NO. 77-45686, SOUTH 84° 50' 00" WEST 62.43 FEET, TO THE WESTFELY LINE OF THE LAND DESCRIBED WITHIN SAID DEED RECORDED SEPTEMBER 20, 1924 IN BOOK 4052, PAGE 242 OF OFFICIAL RECORDS:

THENCE, ALONG LAST SAID WESTERLY LINE, SAID LINE ALSO DESCRIBED WITHIN PARCEL 3-A OF SAID DEED RECORDED JANUARY 13, 1977 AS NO. 77-45686, NORTH 5° 20' 00" WEST 150.00 FEET, TO THE POINT OF REGIMINING.

SAID LAND IS DESCRIBED AND DELINEATED ON CERTIFICATE OF COMPLIANCE LOT LINE ADJUSTMENT, PARCEL MAP EXEMPTION NO. 2009-4029, RECORDED JUNE 9, 2010 AS INSTRUMENT NO. 10-785275 OFFICIAL RECORDS.

EXCEPT THEREFROM ALL MINERALS, OIL, GAS AND OTHER HYDROCARBONS, AS WELL AS METALLIC OR OTHER SOLID MINERALS, WITHOUT THE INGIRT TO GO UPON OR USE THE SUPPACE OF SAUD LAND, OR ANY PART THEREOF, FOR THE PURPOSE OF DRILLING FOR, MINING, OR OTHERWISE REMOVING, ANY OF SAID MINERALS, BUT WITH THE RIGHT HOWEVER, TO REMOVE ANY OF SAID MINERALS FROM SAID LAND BY MEANS OF WELLS, SHAFET, TUNNED OR OTHER MEANS OF ACCESS TO SAID MINERALS FROM SAID LAND BY MEANS OF WELLS, SHAFET, WITHOUT CAND, PROVIDED THAT EXERCISE OF SUCH RIGHTS SHALL IN NO WAY INTERFERE WITH OR IMPRIAIT HE USE OF THE SUFFACE OF SAID LAND OR OF ANY IMPROVEMENTS THEREON, AS RESERVED BY ACCISION, TOPEKA AND SANTA FE RAILWAY COMPANY, IN DEED RECORDED JANUARY 13, 1977 AS INSTRUMENT NO. 77-45868 OF OFFICIAL

### APN: 5164-017-002, 003 AND 008

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES. STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

# PARCEL 1:

LOTS 269 TO 279 INCLUSIVE, OF THE WINGERTER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15, PAGE 52 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY PEC

EXCEPTING THEREFROM THAT PORTION OF SAID LOT 269 LYING NORTHERLY OF THE FOLLOWED DESCRIBED LINE:

BEGINNING AT A POINT IN THE EAST LINE OF MESQUIT STREET, SO FEET WIDE, AS SHOWN ON SAID MAP, DISTANT, NORTH 9: 17 "WEST, ALONG SAID BEAST LINE, 403.57 FEET FROM THE SOUTHWEST CONNER OF LOT 27.6 OF SAID WINGERTER TRACT, THENCE NORTH 84" 40" 20" EAST 138.22 FEET, MORE OR LESS TO THE EASTERLY LINE OF MARKETT PARKS.

ALSO EXCEPTING THEREFROM THOSE PORTIONS OF SAID LOTS 276, 277, 278 AND 279, LYING SOUTHERLY OF

BEGINNING AT THE SOUTHWESTERLY CORNER OF SADL OIT 276, WHICH POINT IS THE NORTHEASTERLY CORNER OF MESOUIT STREET SO FEET, AND SEVENTH STREET, AS SHOWN ON MAP OF SAID TRACT, THENCE ALONG THE WESTERLY LINE OF SAID LOT 276 AND THE EASTERLY LINE OF SAID MESOUIT STREET NORTH 5° 17° 00° WEST 132.99 FEET TO THE TURE POINT OF BEDINNING, THENCE LEAVING SAID WESTERLY LINE OF SAID MESOUIT STREET AT RIGHT ANGLES NORTH 4° 4° 30° CS AT 163.58 FEET, MORE OR LESS, TO A POINT IN THE EASTERLY LINE OF SAID LOT 279 WHICH IS DISTANT THEREON NORTH 10° 36′ 50° WEST 151.89 FEET FROM THE

### PARCEL 2

ALL OF LOTS 265, 266, 267 AND 268 AND THOSE PORTIONS OF LOTS 264 AND 269 OF THE WINGERTER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALLERNIA AS SHOWN ON MAP RECORDED IN BOOK 15, PAGE 52 OF NISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY DESCRIPED AS A WAVIL AS ZET LI OWS.

BEGINNING AT A POINT IN THE EAST LINE OF MESQUIT STREET, DISTANT NORTH 5° 17' WEST THEREON 403.57' FEET FROM THE SOUTHWEST CORNER OF LOT 276 OF SAID TRACT, THENCE NORTH 48" 40' 20" EAST 138.32 FEET TO A POINT IN THE EASTERLY LINE OF SAID LOT 269, THENCE NORTH 10" 36' 50' WEST, ALONG THE EASTERLY LINES OF SAID LOTS 269 TO 269 ANDLISURS, TO A LINE THAT BEARS NORTH 84" 45' 14" EAST FROM A POINT IN THE WESTERLY LINE OF SAID LOT 264 DISTANT NORTH 5" 11" WEST THEREON 2.37 FEET FROM THE SOUTHWEST CORNER OF SAID LOT 264, THENCE SOUTH 84" 45' 14" WEST TO SAID WESTERLY LINE OF LOT 264, THENCE SOUTH 5" 17' EAST ALONG THE WESTERLY LINES OF SAID LINES TO SAID WESTERLY LINE OF LOT 264, THENCE SOUTH 5" 17' EAST ALONG THE WESTERLY LINES OF SAID LINES TO SAID OF BERNINING.

# PARCEL 3:

THAT PORTION OF LOTS 276, 277, 278 AND 279 OF THE WINGERTER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STACE ANGELES, STACE ANGELES, STACE ANGELES, STACE ANGELES, STACE ANGELES, COUNTY OF LOS ANGELES, ANG

BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID LOT 276, WHICH POINT IS THE NORTHEASTERLY CORNER OF MESQUIT STREET, 30 FERT WIND LAND 7TH STREET, AS SHOWN ON MAP OF SAID TRACT, THENCE ALD ONE THE WESTERLY LINE OF SAID LOT 276 AND THE EASTERLY LINE OF SAID MESQUIT STREET, NORTH 5° 17° 00° WEST 122.90 FEET TO THE TRUEP POINT OF BEGINNING, THENCE LEAVING SAID WESTERLY LINE AND SAID MESQUIT STREET A RIGHT ANGLES, NORTH 48° 43° 00° EAST 163.58 FEET, MORE OR LESS, TO A POINT IN THE EASTERLY LINE OF SAID 10° 274 151.83 SEFET FROM THE SCHILDESSTERLY CORNERS THEREOF

# PARCEL 4:

A PORTION OF LAND IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALFORNIA, WITHIN THAT CETTIAN TRACT, CITY LANDS OF LOS ANGELES AS FER MAP FILED IN BOOK 2, PAGES 504 AND 505 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS

BEGINNING AT THE SOUTHEAST CORNER OF LOT 279, WINGERTER TRACT, AS PER MAP FILED IN BOOK 15, PAGE \$2 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT ALSO BRING ON THE NORTHERLY RIGHT OF WAY LINE OF SEVENTH STREET, 80.00 FEET WING, AS SHOWN ON SAID WINGERTER TRACT, THENCE EASTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE, SOUTH 89° 24' 00" EAST 19.80 FEET; THENCE LEAVING SAID NORTHERLY RIGHT OF WAY LINE NORTH 12' 55' 45' WEST, 15.48 GPEETT OA POINT ON THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF SAID LOT 279, THENCE WESTERLY ALONG SAID EASTERLY PROLONGATION NORTH 84' 36' O' WEST, 30' OF EAST TO THE NORTHERST VALONG 279, THENCE WAS ALONG THE EASTERLY WINE OF SAID LOT 279, THENCE WAS ALONG THE EASTERLY WINE OF SAID LOT 279, THENCE WAS ALONG THE EASTERLY LINE OF SAID LOT 279, SOUTH 10' 36' O' "EAST 151.06 FEET TO THE POINT

### APN: 5164-017-006

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN CITY OF LOS ANGELES IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

### PARCEI

THOSE PORTIONS OF LOTS 85 TO 90 INCLUSIVE OF THE GOODWIN TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED OCTOBER 6, 1988, IN BOOK 11, PAGE 42 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER, LYING WESTERLY OF THE WESTERLY LINE OF THE LANDS NOW OR FORMERLY OWNED BY SOUTHERLY CALIFORNIA RAILWAY, TOGETHER WITH THAT PORTION OF LOT 91 OF SAID GOODWIN TRACT, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHHEMES CORNER OF SAID LOT 91; THENDE EASTERLY ALONG THE NORTH LINE OF SAID LOT 103.74 FEET, MORE OR LESS, TO THE MOST WESTERLY LINE OF LAND OF SOUTHERN CALIFORNIA RAILWAY COMPANY; THENCE ALONG SAID WEST LINE SOUTH 10" 36" EAST 30.08 FEET TO THE MOST HE WESTERLY ALONG THE NORTH LINE OF THE LAND DESCRIBLED IN THE EXCEPTION FROM PARCEL 1, IN THE DEED TO CALIFORNIA CONSUMERS CORPORATION, RECORDED IN BOOK 7129 PAGE 63 OF PETCAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER; THENCE ALONG SAID NORTH LINE 44" 43" 30" WEST 106.53 FEET, MORE OR LESS. TO THE EAST LINE OF MESQUIT STREET; THENCE ALONG THE EASTERLY LINE NORTH 51". WEST 30.44 FEET TO THE POINT OF RESONNETSTREET; THENCE ALONG THE EASTERLY LINE NORTH 51". WEST 30.44 FEET TO THE POINT OF RESONNETSTREET; THENCE ALONG THE EASTERLY LINE NORTH 51". WEST 30.44 FEET TO THE POINT OF RESONNETS.

### PARCEL 2

ALL OF LOTS 262 AND 263, TOGETHER WITH THAT PORTION OF LOT 264 OF THE WINGERTER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED MARCH 29, 1887 IN BOOK 15, PAGE 52 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER, DESCRIBED AS FOLLOWS:

RECONDING DESCRIPTION OF THE MORTHWEST CORNER OF SAID LOT 264; THENCE SOUTH 5' 17' EAST 16.25 FEET; THENCE NORTH 84' 45' 14" EAST 119.21 FEET TO THE EAST OF SAID LOT 264; THENCE NORTH 10' 36' WEST TO THE NORTH LINE OF SAID LOT 264; THENCE WEST ALONG THE NORTH LINE OF SAID LOT 264, 117.64 FEET TO THE POINT OF BEGINNING.

## PARCEL 3:

THAT PORTION OF LOTS 91 AND 92 OF THE GODDWIN TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED OCTOBER 6, 1886 IN BOOK 11, PAGE 42 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER, TOGETHER WITH A TIRIANGULAR PIECE ADJOINING LOT 92 ON THE SOUTH BEING DESCRIBED AS A WHOLE AS FOLLOWS. BEGINNING AT THE NORTHWEST CORNER OF SAUD LOT 91; THENCE SOUTHEREY ALONG THE EAST LINE OF MESQUIT STREET TO THE WORTH LINE OF LOT 282 OF THE WINGERTER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP BECORDED MARCH 29, 1887 IN BOOK 15, PAGE 52 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER; THENCE EASTERLY ALONG THE NORTH LINE OF SAUD LOT 262, 110.16 FEET, MORE OR LESS, TO THE WEST LINE OF LAND OF, OR FORMERLY OF, SOUTHERLY CALIFORNIA RAILWAY COMPANY, THENCE ALONG SAID WEST LINE TO THE NORTH LINE OF SAUD LOT 91; THENCE WESTERLY ALONG NORTH LINE OF SAUD LOT 91 THENCE WESTERLY ALONG NORTH LINE OF SAUD LOT 91 THE NORTH LINE OF SAUD LOT 91 THE NORTH LINE OF SAUD LOT 91 THE NOR SETS TO THE WEST CALIFORNIA FAILWAY COMPANY, THENCE ALONG SAID WEST LINE TO THE NORTH LINE OF SAUD LOT 91; THENCE WESTERLY ALONG NORTH LINE OF SAUD LOT 91 THE POWER OF THE CALIFORNIA THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH LINE OF SAUD LOT 91 THE POWER OF THE NORTH POWER OF THE NORTH POWER OF THE NOR

EXCEPTING FROM SAID PORTION OF SAID LOT 91 THAT PORTION LYING NORTHERLY OF THE NORTH LINE OF THE LAND DESCRIBED IN THE EXCEPTION FROM PARCEL 1 IN THE DEED TO CAUFORNIA CONSUMER CORPORATION, RECORDED IN BOOK 7129 PAGE 63 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER.

# APN: 5164-018-009

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 246 TO 252 INCLUSIVE OF WINGERTER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15, PAGE 52 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



# 670 MESQUIT

670 WILSQUI 670 MESQUIT STREET 105T ANGELES CA 98001

430 MESONIT STREET	
LOS ANGELES, CALIFORNIA 90021 T+1 213 624 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90008 T +1 212 606 2500
CUENT REPRESENTATIVE	CLENT
GARDNER THEODALD	LONDON & REGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE 6000 LOS ANGELES, CALIFORNIA 90021 T+1 310 590 1964	SS BAKER ST LONDON, UK W1U 8EW T +44 (8)20 TSE2 9808
ARCHITECT	LANDSCAPE ARCHITECT
BUARKE INGELS GROUP	STUDIO NLA
45 MAIN STREET, SUITE 909 BROOKLYN, NY 11301, USA T +1 347 569 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 98023 T+1 213 384 3846
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ FACADE
THORNTON TOMASETTI	ARUP & PARTNERS
ACM CENTER, 707 WILSHIRE BLVD 84458 LDS ANGELES, CA 98047 T+1 213 330 7000	900 WILSHIRE BLVD, 18TH FLOOR LOS ANGELES, CA 90017 T+1 210 578 4600
OVIL ENGINEER	TRAFFIC
MODE COMMITTING ENGINEERS	COMP A DODDS
790 S FLOWER ST, 60100 LOS ANGELES, CALIFORNIA 90017 T+1 213 418 6201	600 WILSHIRE BLVD, SUITE 1050 LOS ANGELES, CALIFORNIA 90017 T+1 213 201 2050
700 S FLOWER ST, 60100 LOS ANGELES, CALIFORNIA 90017	600 WILSHIRE BLVD, SUITE 1050 LOS ANGELES, CALIFORNIA 90017
700 S FLOWER ST, 82100 LOS ANGELES, CALIFORNIA 90017 T +1 213 418 6201	600 WILSHIPE BLVD, SUITE 1050 LOS ANGELES, CALIFORNIA 60017 T +1 213 361 3050
786 S FLOWER ST, KINSS LOS ANGELES, CALIFORNIA 98817 T+1 213 418 6391 CODE CONSULTANT	600 WILSHIRE BLVG, SUITE 1050 LOS ANGELES, CALIFORNIA 90017 T+1 213 301 3050 PARKING
786 S FLOWER ST, 46180 LOS ANGELES, CALIFORNIA 98917 T-1 213 418 E391 CODE CONSULTANT WODEN FIRE SSW STN ST, 15TN FLOOR LOS ANGELES, CALIFORNIA 98913	GOS WILSHING DLVD, SUITE 1959 LOS ANGELES, CALIFORNIA 99917 7 + 2173 295 1959 PARKING WATRY DESIGN, INC. 2999 GATDWAY PLACE, SUITE 559 SAN JOSE, CALIFORNIA 93119
786 S FLOWER ST, 85180 LGS ANGELES, CALIFORNIA 98817 TH 2124 SIS BEST CODE: CORSULTANT WODEN FRIC SSSW SIN ST, SSIN ST, OOR LGS ANGELES, CALIFORNIA 98813 TH 714 230 2181	000 WILESHIES ER NO. SUITE 1959 LOS ANDELES, CALIFORNIA 90017 T-1 213 301 1050 PARRING WATERY DESIGN, INC. 2000 GATTRIANY PARK, SUITE 500 SAN JOSE, CALIFORNIA 90110 T-1 020 677 PARK
700 S FLOWER ST, 65100 LOS ANGLES, CALIFORNIA 90017 T-1 273 41800 CODE CONSULTANT WOODER FRE SOS W 211 ST 1, 2011 FLOOR LOS ANGLES, CALIFORNIA 90013 T-1 74 123 212 215 SUSTAINABELITY	600 WILSHIES EL ND, SUITE 1959 LOS ANGELES, CALIFORNIA 900-17 T-1373 260 1800 PARRING WATEN COSIGIA, INC. 2009 GATENAY PLACE, SUITE 500 SAN JOSE, CALIFORNIA 95110 T-1 1023 917 PARK SHORING

ITITIZAZZO ENTITELENENT SUBMITTAL #3

20042019 ENTITLEMENT SUBMITTAL #3

20042017 ENTITLEMENT SUBMITTAL #3

20042017 ENTITLEMENT SUBMITTAL #2

11/23/2017 ENTITLEMENT SUBMITTAL #1

MATE ISSUE

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE ALL MAY NOT BE USED FOR OTHER PROJECTS, FOR

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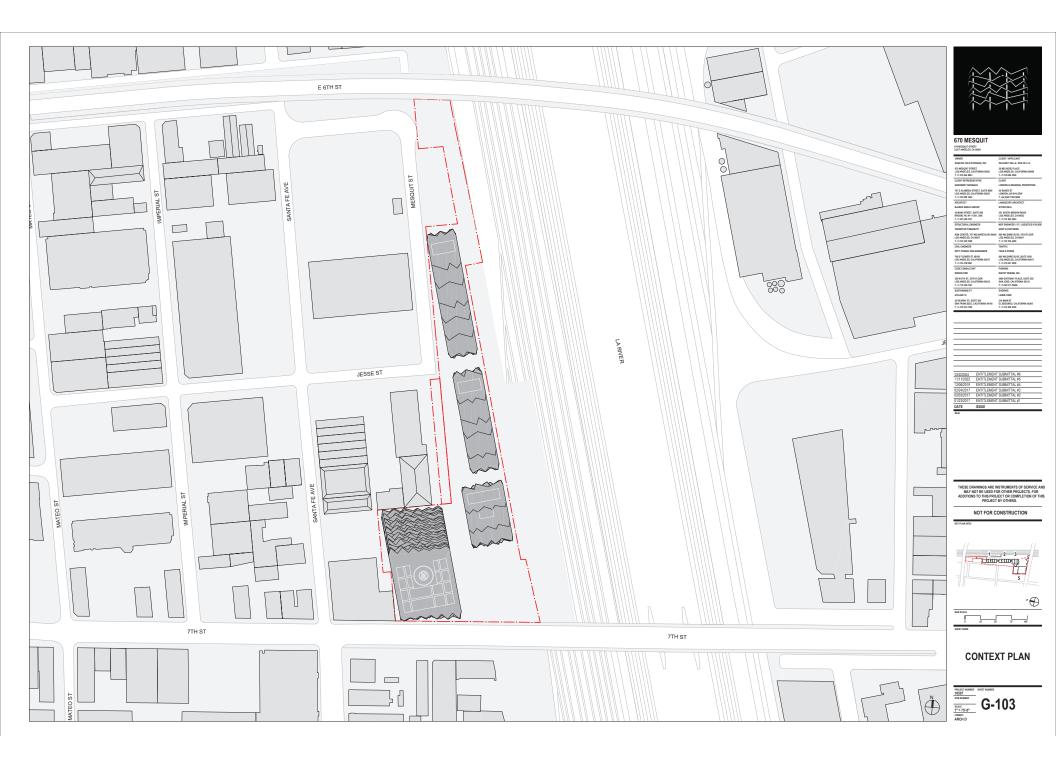
KEY PLAN (NTS)

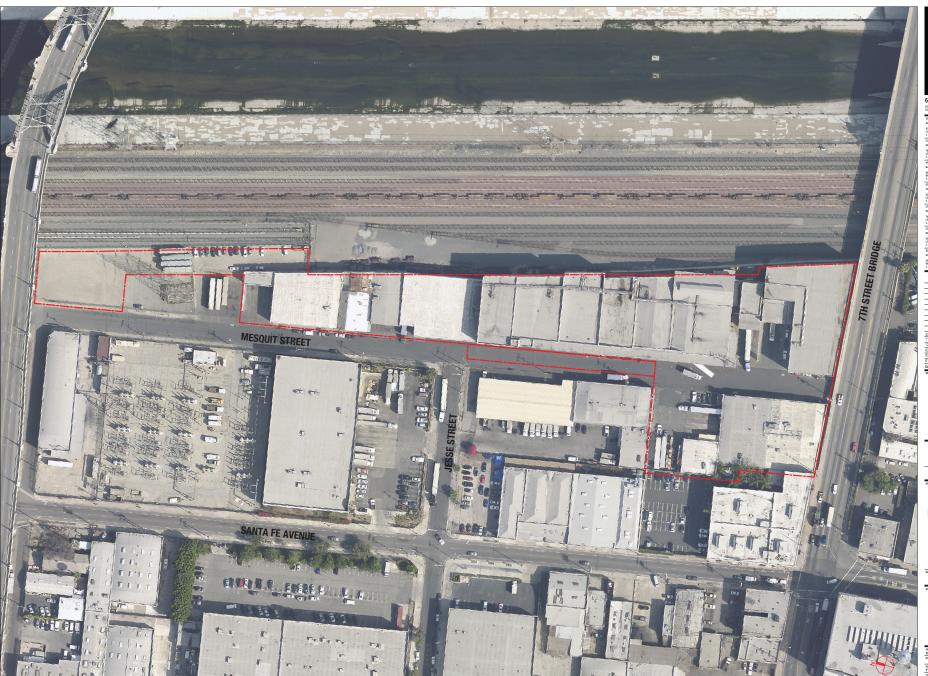




PROJECT NUMBER
16307
DOE NUMBER
SCALE
NTS
G=10

DESCRIPTIONS







# 670 MESQUIT 670 MESQUIT STREET LOST ANGELES, CA 900H

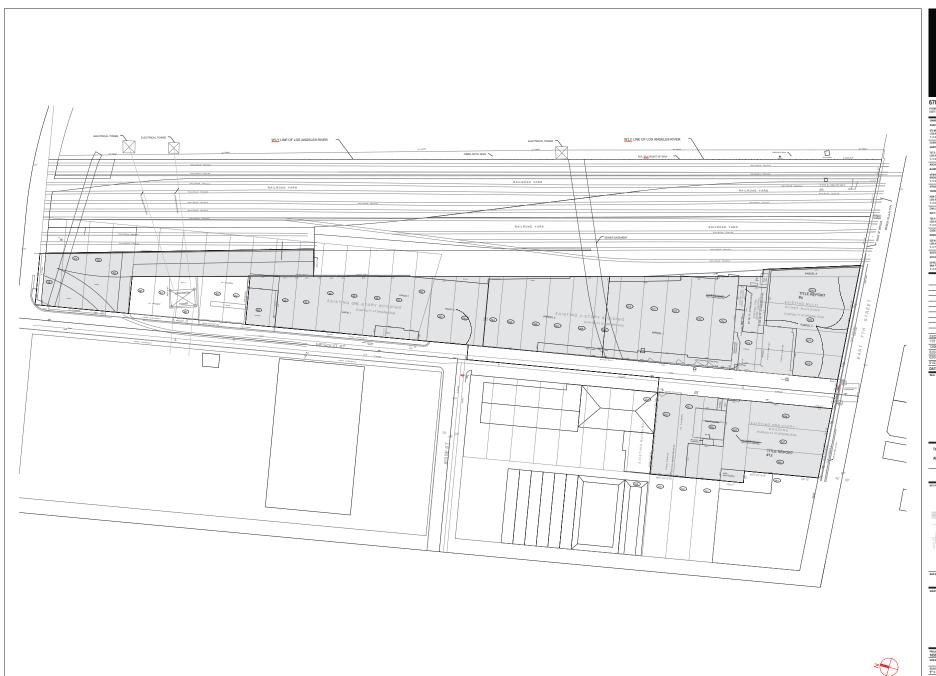
OWNER	CLIENT / APPLICANT
RANCHO COLD STORAGE, INC.	ZACHARY VELLA / RCS VE LLC
670 MESQUIT STREET	26 WELROSE PLACE
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90009
T +1 213 624 8861	T+12126862500
CLIENT REPRESENTATIVE	CLENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE 1000	SS BAKER ST
LOS ANGELES, CALIFORNIA 90021	LONDON, UK WHU SEW
T +1 210 598 1944	T +44 (5)20 7562 9000
ARCHITECT	LANDSCAPE ARCHITECT
BUARKE INGELS GROUP	STUDIO NLA
45 MAIN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11301, USA	LOS ANGELES, CA 90033
T +1 367 549 4141	T +1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/FACA
THORNTON TOMASETTI	ARUP & PARTNERS
AGN CENTER, 707 WILSHIRE BLVD #H50	
LDS ANGELES, CA 90017	LOS ANGELES, CA 90017
T +1 213 338 7080	T +1 310 578 4400
OVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FEHR & PEERS
700 S FLOWER ST. 69100	600 WILSHIRE BLVD, SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T +1 213 418 0291	T+12122613050
CODE CONSULTANT	PARKING
WODEN FIRE	WATRY DESIGN, INC.
SSS W STN ST, 25TN FLOOR	2000 GATEWAY PLACE, SUITE 550
LOS ANGELES, CALIFORNIA 98813	SAN JOSE, CALIFORNIA 95110
T +1 714 330 2191	T+1 833 917 PARK
SUSTAINABILITY	SHORING
ATELIER 10	LADIS FUNK
25 KEARNY ST, SUITE 500	219 MAIN ST
SAN FRANCISCO, CALIFORNIA 94108	EL SEGUNDO, CALIFORNIA 98345

NOT FOR CONSTRUCTION





**EXISTING SITE** 





OWNER	CLIENT / APPLICANT
RANCHO COLD STORAGE, INC.	ZACHARY VELLA / RCS VE LLC
670 MESQUIT STREET LOS ANGELES, CALIFORNIA 90021 T+1 213 624 8861	36 WELROSE PLACE LOS ANGELES, CALIFORNIA 98889 T+1 212 686 2580
CLIENT REPRESENTATIVE	CLENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE 6000 LOS ANGELES, CALIFORNIA 90021 T +1 210 500 1944	SS SAMER ST LONDON, UK WHU SEW T +64 (9)20 TSE2 9000
ARCHITECT	LANDSCAPE ARCHITECT
BUARKE INSELS GROUP	STUDIO NLA
45 MAIN STREET, SUITE 900 BROOKLYN, NY 11301, USA T +1 347 549 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 98033 T+1 213 384 3846
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/FACADE
THORNTON TOMASETTI	ARUP & PARTNERS
AGN CENTER, 707 WILSHIRE BLVD #6450 LDS ANGELES, CA 90017 T+1 213 230 7000	900 WILSHIRE BLVD, 19TH FLOOR LOS ANGELES, CA 90017 T+1 210 S78 4600
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FEHR & PEERS
700 S FLOWER ST, 62100 LOS ANGELES, CALIFORNIA 90017 T+1 213 410 0201	600 WILSHIPE BLVD, SUITE 1050 LOS ANGELES, CALIFORNIA 90017 T+1 213 201 2050
CODE CONSULTANT	PARKING
WOOEN FIRE	WATRY DESIGN, INC.
SSS W STN ST, 35TH FLOOR LOS ANGELES, CALIFORNIA 98813 T +1 714 238 2181	2009 GATEWAY PLACE, SUITE 558 SAN JOSE, CALIFORNIA 95118 T+1 E33 917 PARK
SUSTAINABILITY	SHORING
ATELIER 10	LADIO FUNK
25 KEARNY ST, SUITE 500 SAN FRANCISCO, CALIFORNIA 94100 T +1 415 351 2100	219 MAIN ST EL SEGUNDO, CALIFORNIA 90345 T +1 213 229 9700

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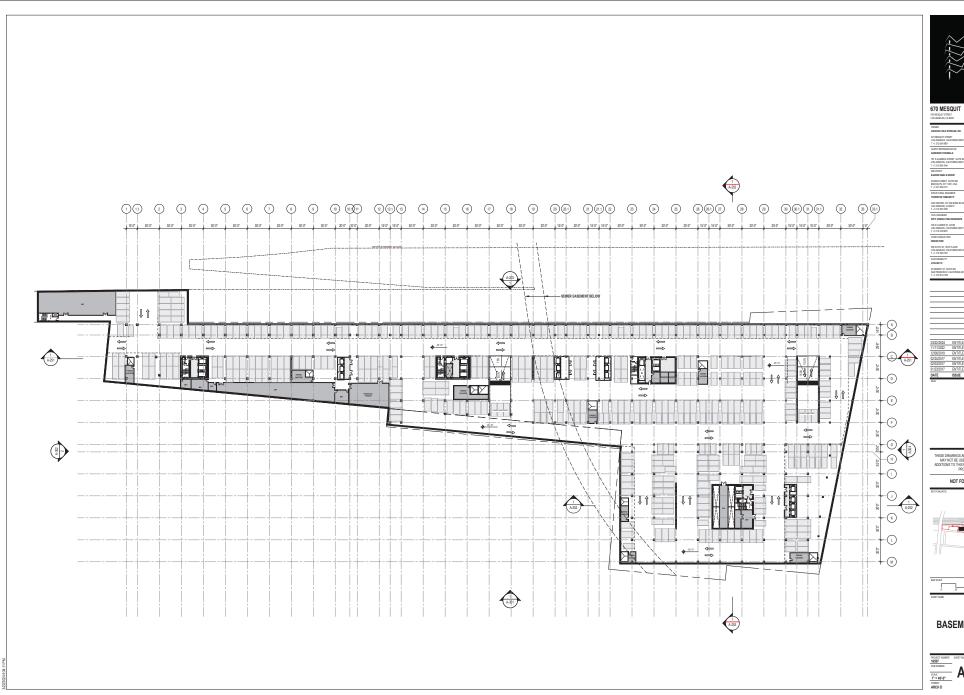
NOT FOR CONSTRUCTION





**EXISTING SITE PLAN** 

### SOLICE NAMEER | SHEET NAMEER | 15507 | COS NAMEER | SOLICE | 1° = 50'.0° | COSMA | ARCH D





CHINER RANGHO COLO STORAGE, INC.	CLIENT / APPLICANT ZACHARY VELLA / RCS VE LLC
ETUNESQUIT STREET LOS ANGELES, CALIFORNIA 80021 T +1 213 GM 8801	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 60089 T =1 212 686 2600
CLENT REPRESENTATIVE	CLIENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
767 S.ALAMEDA STREET, SUITE 4050 LOS ANGELES, CALIFORNIA 20121 T.+1.210.580 1044	55 SANSER ST LONDON, UK WYU SEW T +44 (Q22 7562 5000
ARCHITECT	LANDSCAPE ARCHITECT
BLARKE INGELS GROUP	STUDIO III.A
4510AN STREET, SUITE 900 BROOKLYN, NY 11001, USA T +1 347 549 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 99033 T =1 213 384 384
STRUCTURAL DVGIMEER	MEP ENGINEER / VT / LOGISTICS/ FACADE
THORNTON TOMASETTI	ARUP & PARTNERS
ADM CENTER, 707 INLIGHRE BLVD #4450 LOS ANGELES, CA 90017 T =1 213 230 7000	900 WILSHIRE BLID, 197H FLOOR LOS ANGELES, CA 90017 T =1 310 578 4400
CIVLENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FDIR & PEERS
700 S FLONER ST, #2100 LOS ANGELES, CALIFORNIA 90017 T +1213 416 9201	600 WILSHIRE BLIO, SUITE 1050 LOS ANGELES, CALIFORNIA 60017 T =1 210 281 3050
CODE CONSULTANT	PARKING
WCCEN FIRE	WATRY DESIGN, INC.
SSEW STHIST, SETH FLOOR LOS ANGELES, CALIFORNIA SIDES T = 1 714 200 2181	2039 GATEWAY PLACE, SUITE 550 SAN JOSE, CALIFORNIA 95110 T =1 820 917 PARK
SUSTAINABILITY	SHORING
ATELIER 10	LADIO FUNK
25 KEARRY ST, SUITE 500 SAN TRANCISCO, CHUFORNIA 94108 T =1 415 201 2100	319 MANI ST EL SEGUNDO, CALIFORNIA 9096 T =1 213 239 9700

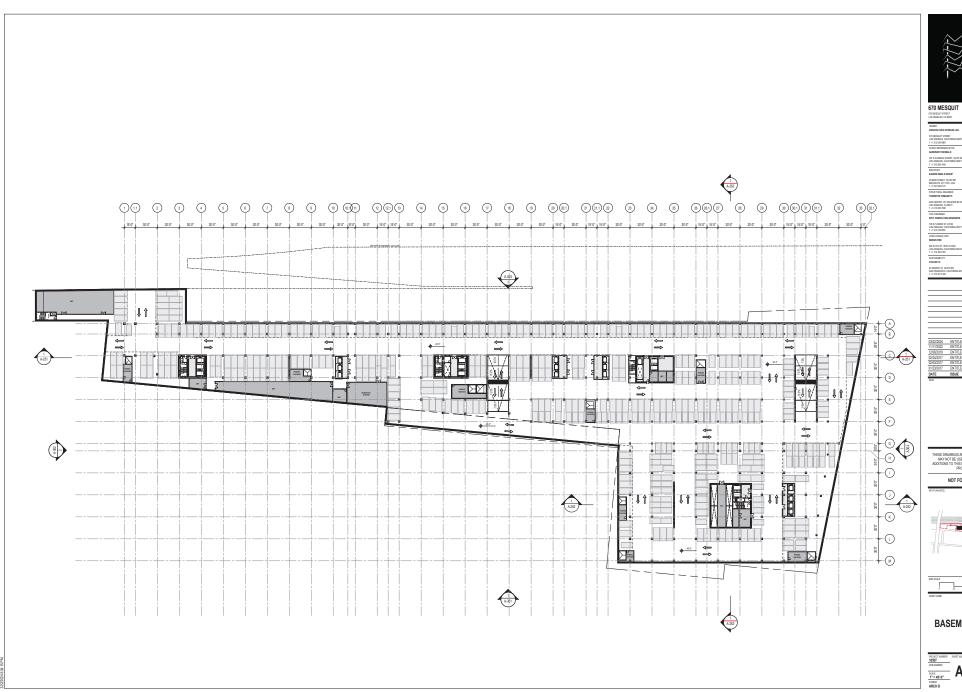
12/06/2019 ENTITLEMENT SUBMITTAL #4 02/24/2017 ENTITLEMENT SUBMITTAL #3 02/03/2017 ENTITLEMENT SUBMITTAL #2

NOT FOR CONSTRUCTION





BASEMENT LEVEL 5





OWNER	CLIENT / APPLICANT
RANGHO COLO STORAGE, INC.	ZACHARY VELLA I RCS VE LLC
670 MESQUIT STREET	36 MSLROSE PLACE
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90089
T +1 2/19/24 8861	T +1 212 886 2500
	Oline
CLENT REPRESENTATIVE GARDNER THEODAY D	LOUNG & DECKNOWN DROPERTIES
GAGNER INEGRALD	LONDON & RELIGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE 4263	SS BAKER ST
LOS ANGELES, CALIFORNIA 90121	LONDON, UK WYU SEW
T =1 313 598 1944	T =44 (0)20 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BJARKE INGELS GROUP	STUDIO NLA
45NAN STREET, SUITE 900 BROOKLYN, NY 11201, USA	251 SOUTH MISSION ROAD LOS ANGELES, CA 90033
Turing No. 11001, USA	T = 1 717 784 7844
1 - Day Arrent	1712/2007/2007
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ FACAD
THORNTON TOMASETTI	ARUP & PARTNERS
ACM CENTER, 707 HILSHIRE BLVD #4450	900 WILSHIRE BLVD, 197H FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T =1213 330 7000	T =1 310 578 4400
CIVLENGINEER	TRAFFIC
KFFF CONSULTING ENGINEERS	FDIR & PEERS
200 S EL CHIER ST #2100	600 WILSHREELVO, SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T =1 213 418 0201	T =1 213 261 3050
CODE CONSULTANT	PARKING
MUDGEN CIBE	WATRY DESIGN, INC.
555 W 57H 57, 357H FLOOR	2009 GATEWAY PLACE, SUITE 500
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
	T =1 833 917 PARK
SUSTAINABILITY	SHORING
SUSTAINABILITY ATELIER 10	SHORING LABIS FUNK
ATILIER 10	LAGIS FUNK
ATELIER 10 25 KENRY ST. SUITE SIX	LABIS FUNK 219 MAN ST
	LABIS FUNK

12/06/2019 ENTITLEMENT SUBMITTAL #4 02/24/2017 ENTITLEMENT SUBMITTAL #3 02/03/2017 ENTITLEMENT SUBMITTAL #2

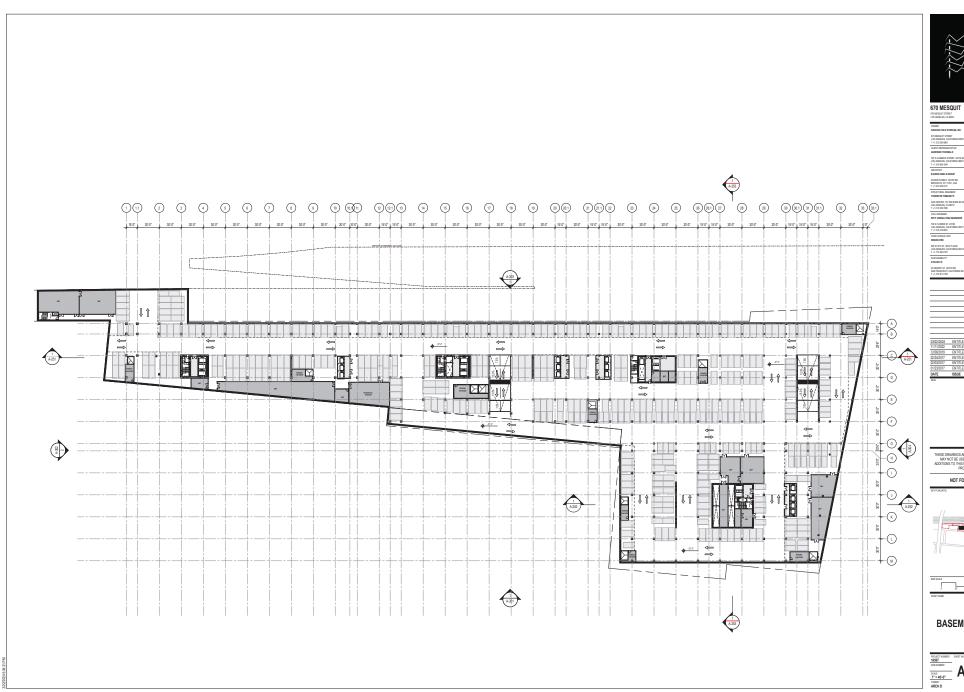
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**BASEMENT LEVEL 4** 

| PRODUCT MARKER | SHEET MARKER | 16507 | STEET MARKER | STEET MAR





03/22/2024 ENTITLEMENT SUBMITTAL #6 11/11/2022 ENTITLEMENT SUBMITTAL #5 11111/2022 ENTITLEMENT SUBMITTAL #4 12:08/2019 ENTITLEMENT SUBMITTAL #3 02:03/2017 ENTITLEMENT SUBMITTAL #3 02:03/2017 ENTITLEMENT SUBMITTAL #2 01:23/2017 ENTITLEMENT SUBMITTAL #1

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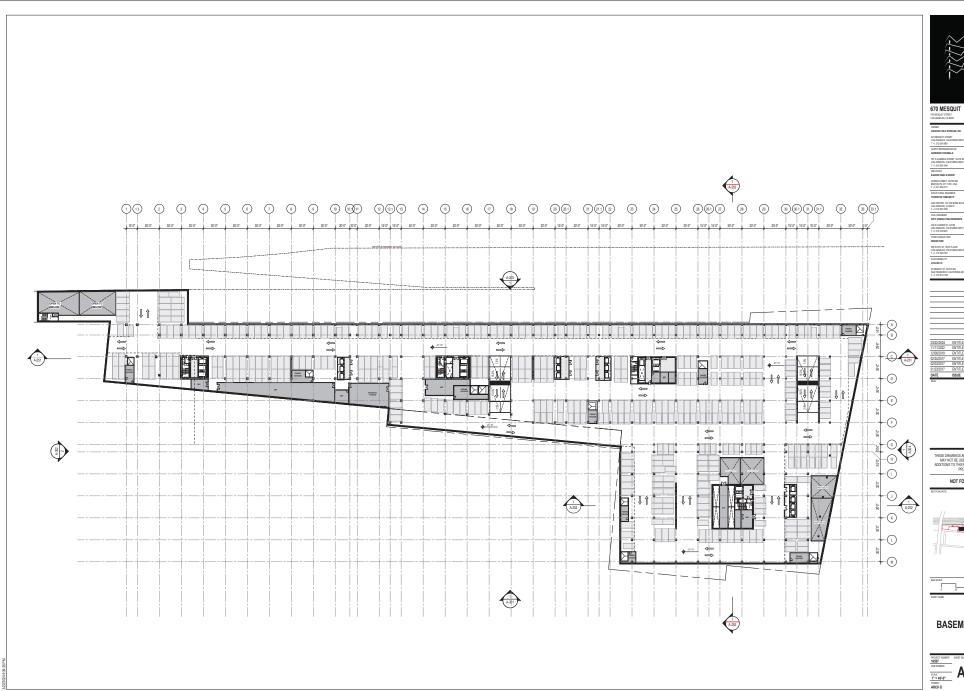
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**BASEMENT LEVEL 3** 

PROJECT MARRIER
16507
CORMARBER
5/12 407-0\*
FORBIT





03/22/2024 ENTITLEMENT SUBMITTAL #6 11/11/2022 ENTITLEMENT SUBMITTAL #5 11111/2022 ENTITLEMENT SUBMITTAL #4 12:08/2019 ENTITLEMENT SUBMITTAL #3 02:03/2017 ENTITLEMENT SUBMITTAL #3 02:03/2017 ENTITLEMENT SUBMITTAL #2 01:23/2017 ENTITLEMENT SUBMITTAL #1

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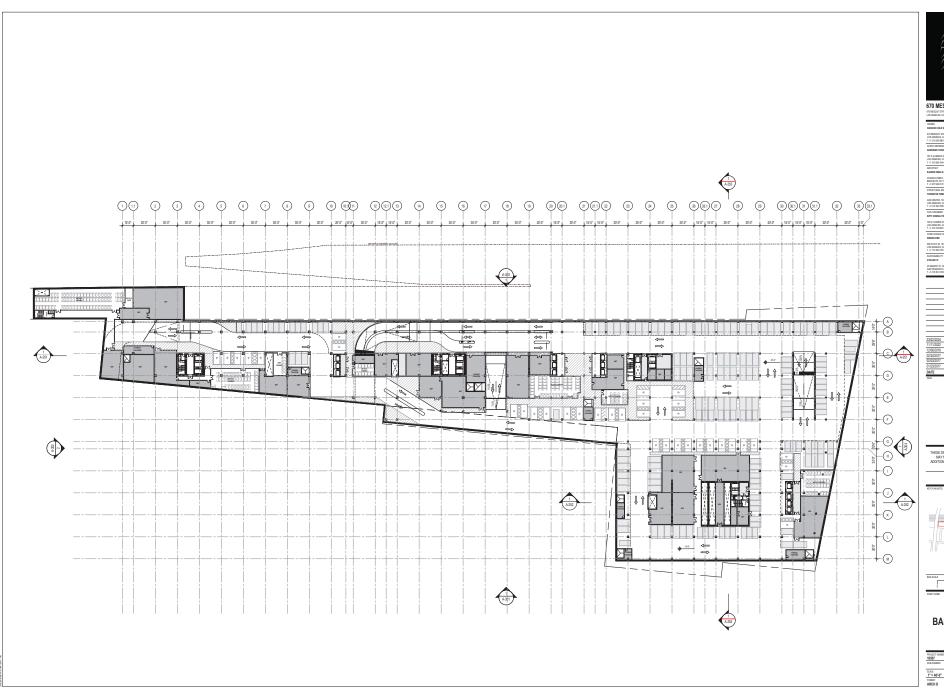
NOT FOR CONSTRUCTION





**BASEMENT LEVEL 2** 

PROJECT MARRIER
16507
CORMARBER
5/14/40\*40\*
FORBIT





OWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, INC.	ZACHARY VELLA I ROS VE LLC
676 MESQUIT STREET LOS ANGELES, CALIFORNIA 80221 T =1 2/3 624 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90059 T +1 212 686 2900
CLEAT REPRESENTATIVE	CLIENT
GARDINER THEOSALD	LONDON & REGIONAL PROPERTIES
767 S.ALAMEDA STREET, SUITE 4090 LOS ANGELES, CALIFORNIA 90121 T.+1.010 580 1944	SS BAKER ST LONDON, UK WYU SEW T +44 (020 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BUARNE INGELS GROUP	STUDIO IIILA
45/MAN STREET, SUITE 900 BROOKLYN, NY 11201, USA T +1 347 549 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 99033 T = 1 213 384 3844
STRUCTURAL INGINEER	MEP ENGINEER / YT / LOGISTICS/ FACADE
THORNTON TOWASETTI	ARLP & PARTNERS
ACM CENTER, TOT MILSHIRE BLVD #4450 LOS ANGELES, CA 900 IT T =1 213 300 7000	900 WILSHIRE BLID, 197H FLOOR LOS ANGBLES, CA 90017 T =1 210 578 4400
CIVLENGINEER	TRAFFIC
KFFF CONSULTING ENGINEERS	FENR & PEERS
700 S FLOWER ST, #2100 LOS ANGELES, CALIFORNIA 90017 T +1 213 418 0201	600 WILSHIRE BLVD, SUITE 1050 LOS ANGELES, CALIFORNIA 90017 T = 1 213 281 3850
CODE CONSULTANT	PHRING
WCCCN FIRE	WATRY DESIGN, INC.
555 W 57H 57, 357H FLOOR LOS ANGELES, CALIFORNIA 90013 T =1 71H 230 2181	2009 GATEWAY PLACE, SUITE 500 SAN JOSE, CALIFORNIA 95/10 T +1 823 SYT PARK
SUSTANABILITY	SHORING
ATELIER 10	LAGIG FUNK
25 HEARNY ST, SUITE SID SAN FRANCISCO, CHUFORNIA 94108 T +1 415 351 2100	219 MAN ST EL SEGUNDO, CALIFORNIA 909/6 T +1 213 239 9700

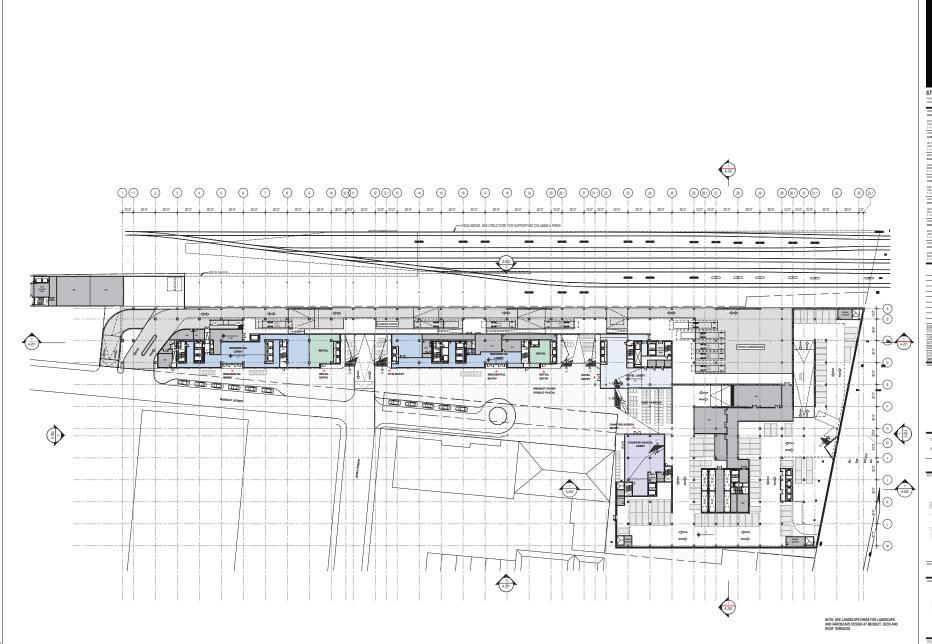
12/06/2019 ENTITLEMENT SUBMITTAL #4 02/24/2017 ENTITLEMENT SUBMITTAL #3 02/03/2017 ENTITLEMENT SUBMITTAL #2

NOT FOR CONSTRUCTION





**BASEMENT LEVEL 1** 





670 MESQUIT STREET LOS ANGELES, CA 90021

OWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, INC.	ZACHARY VELLA I ROS VE LLC
670 MESQUIT STREET	36 MSLROSE PLACE
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90089
T +1 2/3 624 8861	T =1 212 686 2500
CLENT REPRESENTATIVE	CLIENT
GARDINER THEOSALD	LONDON & REGIONAL PROPERTIES
TOT S ALAMEDA STREET, SUITE 4292	SS BAKER ST
LOS ANGELES, CALIFORNIA 90121	LONDON, UK WYU SEW
T =1 313 598 1944	T =44 (0)20 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BLIARKE INGELS GROUP	STUDIO MLA
45 NAN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 1901, USA	LOS ANGELES, CA 90033
T =13475494141	T =1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / YT / LOGISTICS/ FACA
THORNTON TOMASETTI	ARUP & PARTNERS
ACM CENTER 707 NILSHRE BLVD #4450	900 WILSHIRE BLIG. 197H FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T =1 213 330 7000	T +1 310 578 4400
CIVIL ENGINEER	TRAFFIC
KFFF CONSULTING ENGINEERS	FIDER & PEERS
700 S FLOWER ST #2100	600 WILDHRE BLID, SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T =1213 418 0201	T +1 213 261 3050
CODE CONSULTANT	PRINCING
WCCCN FIRE	WATRY DESIGN, INC.
SSS W STH ST. 26TH FLOOR	2009 GATEWAY PLACE, SUITE 500
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
T =1 714 330 2181	T =1 833 917 PARK
SUSTANABUTY	SHORING
ATELER 10	
25 NEWBOY ST. SUITE SIX	319 MANIST
	219 MAN ST EL SEGUNDO, CALPORNA 9095 T = 1.210 209 9700

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1111/2022 ENTITLEMENT SJEMTTAL 86
1111/2022 ENTITLEMENT SJEMTTAL 86
1024/2017 ENTITLEMENT SJEMTTAL 86
1023/2017 ENTITLEMENT SJEMTTAL 87
10/20217 ENTITLEMENT SJEMTTAL 87
10/20217 ENTITLEMENT SJEMTTAL 87

E DRAWINGS ARE INSTRUMENTS OF SERVICE AND AY NOT BE USED FOR OTHER PROJECTS, FOR IONS TO THIS PROJECT OR COMPLETION OF THIS PROJECT BY OTHERS.

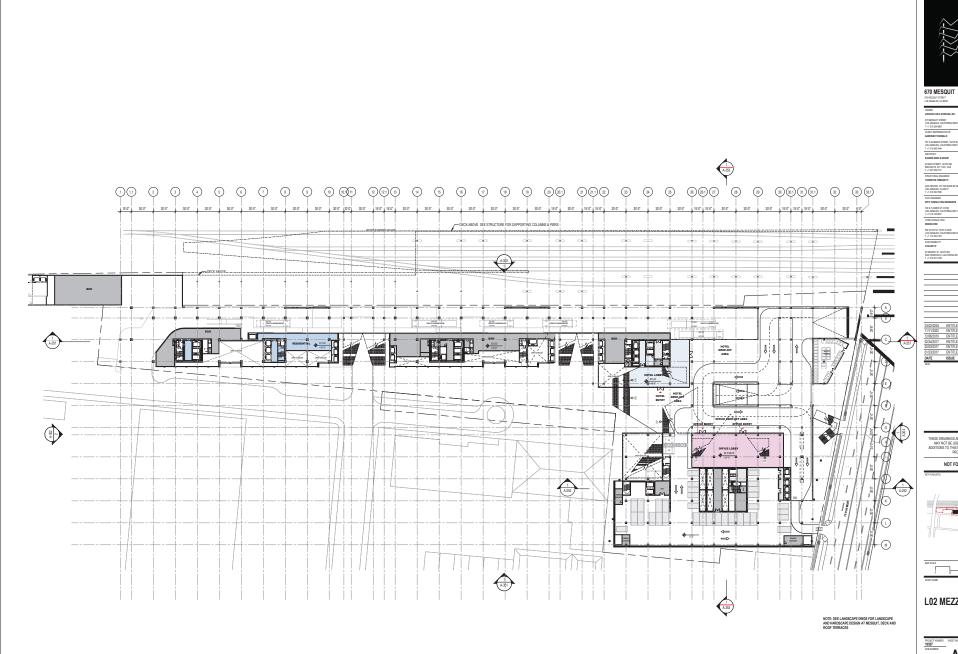
NOT FOR CONSTRUCTION





L01 GROUND FLOOR

PROJECT MARGER
19597
DOE MARGER
SCREE
As indicated
PORMET
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OWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, NC.	ZACHARY WELLA I RCS VE LLC
670 MESQUIT STREET	WARREDOW DLACE
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90089
T+12/0/62/6861	T +1 212 686 2500
CLENT REPRESENTATIVE	cume
GARDNER THEODALD	LONDON A DEGLOWAL DECORPTIES
GASCINER INCODALS	CORDON & RELIGIORAL PROPERTIES
767 S ALAMEDA STREET, SUITE #260	SS BAKER ST
LOS ANGELES, CALIFORNIA 90121	LONDON, UK WYU SEW
T =1 310 556 1944	T +44 (0)20 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BJARKE INGELS GROUP	STUDIO MLA
45 NAN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11201, USA	LOS ANGELES, CA 90033
T =1 387 549 4141	T =1 213 384 3844
STRUCTURAL INGINIER	MEP ENGINEER / YT / LOGISTICS FACA
THORNTON TOMASETTI	ARUP & PARTNERS
ACN CENTER 707 NILSHREE BLVD #460	900 WILSHIRE BLIG. 197H FLOOR
LOC BACKLES CA 90017	LOS ANGELES, CA 90017
T +1 213 730 7300	T +1 710 578.6400
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FDRAPERS
700 S FLOWER ST. #2100	600 WILSHRE BLIG. SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T +1 213 418 0201	T =1 213 261 3050
CODE CONSULTANT	PRINCING
2RT KGCOW	WATRY DESIGN, INC.
SSEW STHIST, 35TH FLOOR	2009 GATEWAY PLACE, SUITE 500
LOS ANGELES, CALIFORNIA 90013	San lost on Econia 95110
T+179 200 2 IB1	T+183091TPARK
SUSTAINABILITY	SHORKS
ATELIER 10	LADIS FUNK
25 KEARNY ST, SUITE SEC	319 MAIN ST
SAN FRANCISCO, CALIFORNIA 94108	EL SEGUNDO, CALIFORNIA 909/5





L02 MEZZANINE FLOOR PLAN

PROJECT NAMEER
16507
SCHEIN SCHEIN AMERICA
SCHEIN SCHEIN AMERICA
FORMAT AGRICATED
ACCIONATION ACCIONATIONATICA ACCIONATICO ACCIONATIONI ACCIONATICIONATICA ACCIONATICA ACCIONATICA ACCIONA





# 670 MESQUIT 679 MESQUIT STREET LOS ANGELES, CA 20029

OWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, INC.	ZACHARY WELLA I ROS WE LLC
670 MESQUIT STREET LOS ANGELES, CALIFORNIA 90021 T +1 213 GM 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90089 T =1 212 886 2900
CLENT REPRESENTATIVE	CLUENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
TOT'S ALAMEDA STREET, SUITE 4090 LOS ANGELES, CALIFORNIA 90121 T +1 210 580 1944	55 BAKER ST LONDON, UK WILL SEW T +44 (D20 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BUARKE INGELS GROUP	STUDIO MLA
45 MAIN STREET, SUITE 900 BROOKLYN, NY 11201, USA T +1 347 549 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 98033 T =1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ FACA
THORNTON TOMASETTI	ARUP & PARTNERS
ACM CENTER, 707 INLIGHRE BLVD #4450 LOS ANGELES, CA 90017 T =1 213 200 7000	900 WILSHIRE BLID, 19TH FLOOR LOS ANGELES, CA 90017 T =1 310 578 4400
CIVIL ENGINEER	TRAFFIC
KFFF CONSULTING ENGINEERS	FENR & PEERS
700 S FLOWER ST, #2100 LOS ANGELES, CALIFORNIA 90017 T =1 213 410 0201	600 WESHRE BLID, SUITE 1050 LOS ANGELES, CALIFORNIA 90017 T =1 213 261 3050
CODE CONSULTANT	PHONE
NOODN FRE	WATRY DESIGN, INC.
555 W 5TH ST, 35TH FLOOR LOS ANGELES, CALIFORNIA 90013 T +1 714 230 2101	2009 GATEMAY PLACE, SUITE 500 SAN JOSE, CALIFORNIA 95110 T +1 832 917 PARK
SUSTAINABILITY	SICRIG
ATELIER 10	LADID FUNK
25 KEARRY ST, SUITE 500 SAN FRANCISCO, CALIFORNIA 94108 T. J. J. J. J. NO. 2100	219 MAN ST EL SEGUNDO, CALIFORNIA 9096 Tul 213 719 2000

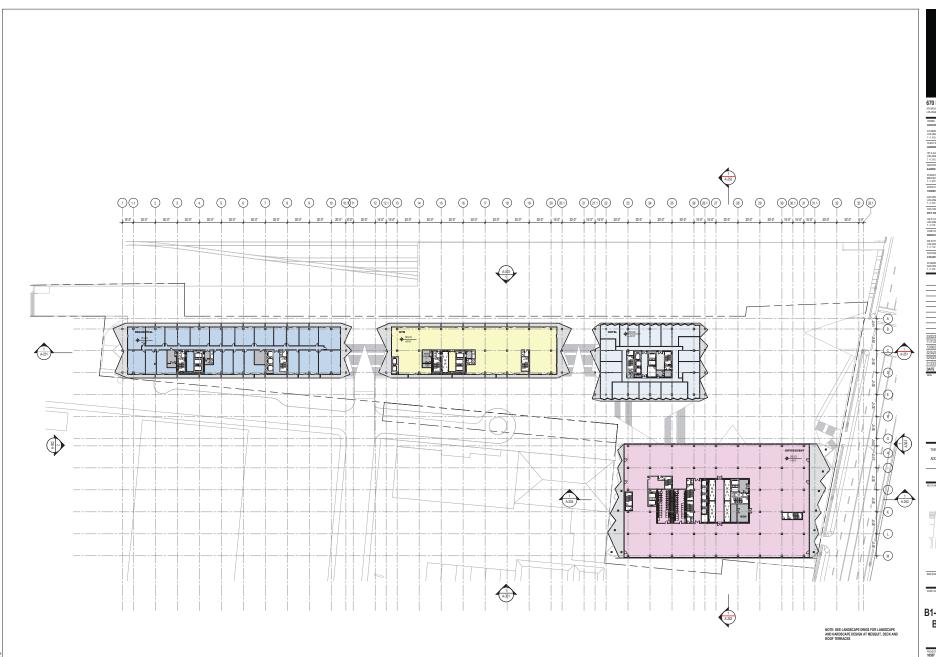
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L03 DECK LEVEL FLOOR PLAN

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# 670 MESQUIT 679 MESQUIT STREET LOS ANGELES, CA 20121

RANDIO COLO STORAGE, N.C.	ZACHARY WELLA I RCS VE LLC
676 NESQUIT STREET LOS ANGELES, CALIFORNIA 90021 T +1 213 634 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90069 T +1 212 686 2000
CLEAT REPRESENTATIVE	CLIENT
GARDINER THEOSALD	LONDON & REGIONAL PROPERTIES
TOT S ALAMEDA STREET, SUITE #290 LOS ANGELES, CALIFORNIA 90121 T =1 213 588 1944	SS BAKER ST LONDON, UK WYLL BEW T +44 (\$)20 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BLIARKE INGELS GROUP	STUDIO NLA
45 NAN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11201, USA	LOS ANGELES, CA 90033
T =1 347 549 4141	T +1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ FACADE
THORNTON TOMASETTI	ARUP & PARTNERS
ACM CENTER 707 NILSHRE BLVD #4450	900 WILSHIRE BLIG. 197H FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T =1 213 330 7000	T +1 310 578 4400
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FENR & PEERS
700 S FLOWER ST. #2100	600 WILSHIRE BLVD, SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T =1 213 418 0201	T =1 213 261 3050
CODE CONSULTANT	PARKING
NCCCN FIRE	WATRY DESIGN, INC.
SSSW STH ST, 3STH FLOOR	2009 GATEWAY PLACE, SUITE 550
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
T =1 714 330 2181	T =1 820 917 PARK
	LABO FUNK
SUSTAINABILITY ATELIER 10 25 KEARNY ST, SUITE 500	LADIO FUNK 219 MAIN ST
ATELER 10	LAGIG FUNK

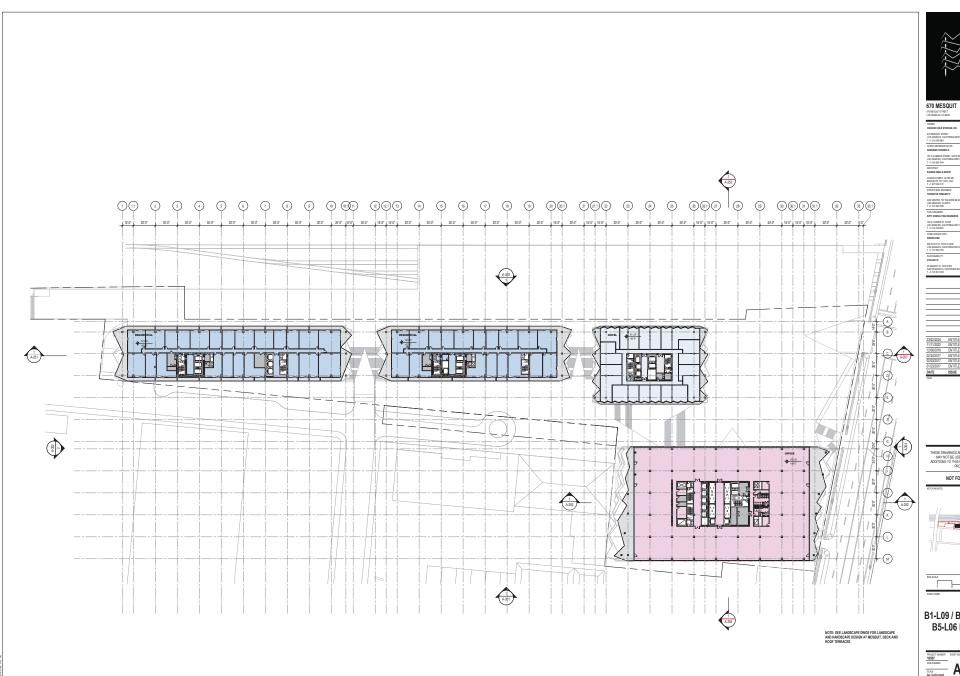
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B1-L05 / B2-L04 / B3-L04 / **B5-L03 FLOOR PLAN** 

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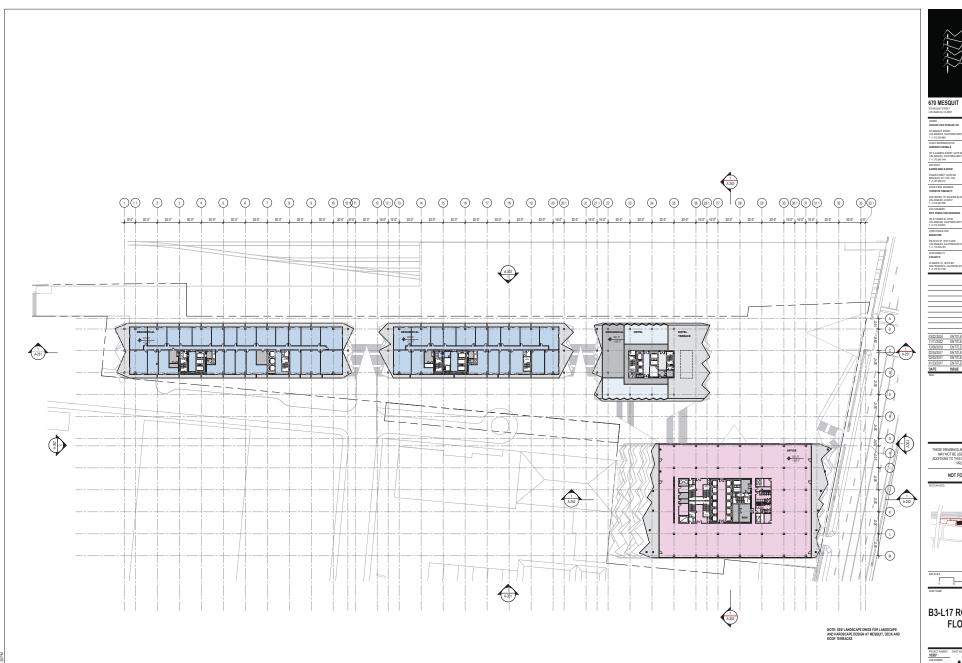
RANDIO COLO STORAGE, N.C.	ZACHARY WELLA I RCS VE LLC
676 NESQUIT STREET LOS ANGELES, CALIFORNIA 90021 T +1 213 634 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90069 T +1 212 686 2000
CLEAT REPRESENTATIVE	CLIENT
GARDINER THEOSALD	LONDON & REGIONAL PROPERTIES
TOT S ALAMEDA STREET, SUITE #290 LOS ANGELES, CALIFORNIA 90121 T =1 213 588 1944	SS BAKER ST LONDON, UK WYLL BEW T +44 (\$)20 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BLIARKE INGELS GROUP	STUDIO NLA
45 NAN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11201, USA	LOS ANGELES, CA 90033
T =1 347 549 4141	T +1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ FACADE
THORNTON TOMASETTI	ARUP & PARTNERS
ACM CENTER 707 NILSHRE BLVD #4450	900 WILSHIRE BLIG. 197H FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T =1 213 330 7000	T +1 310 578 4400
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FENR & PEERS
700 S FLOWER ST. #2100	600 WILSHIRE BLVD, SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T =1 213 418 0201	T =1 213 261 3050
CODE CONSULTANT	PARKING
NCCCN FIRE	WATRY DESIGN, INC.
SSSW STH ST, 3STH FLOOR	2009 GATEWAY PLACE, SUITE 550
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
T =1 714 330 2181	T =1 820 917 PARK
	LABO FUNK
SUSTAINABILITY ATELIER 10 25 KEARNY ST, SUITE 500	LADIO FUNK 219 MAIN ST
ATELER 10	LAGIG FUNK





B1-L09 / B2-L07 / B3-L09 / **B5-L06 FLOOR PLAN** 

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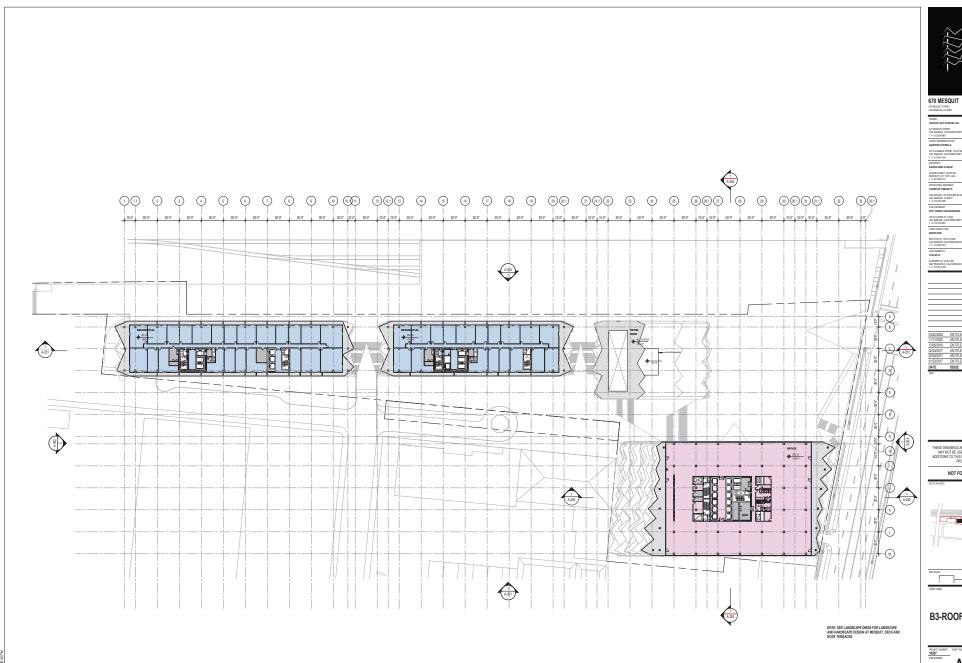
OWNER	ZACHARY VEH A LIPCS VEH C
RANCHO COLO STORAGE, INC.	ZACHARY WELLA I RCS WE LLC
670 MESQUIT STREET LOS ANGELES, CALIFORNIA 90021	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 9009
T at 211 KDL BWI	T at 212 886 2000
CLENT REPRESENTATIVE	CLIENT
GARDINER THEOSALD	LONDON & REGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE 6262	SS BAKER ST
LOS ANGELES, CALIFORNIA 90121	LONDON, UK WYU SEW
T +1 210 596 1944	T =44 (0)20 7562 9000
ARCHITECT	LANDSCAPE ARCHITECT
BLARKE INGELS GROUP	STUDIO MLA
45 NAN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11201, USA	LOS ANGELES, CA 90033
T+13475494141	T +1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS FACADE
THORNTON TOMASETTI	ARLP & PARTNERS
ADMICENTER, 707 MILSHIRE BLVD #4450	900 WILSHIRE BLIG. 197H FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T +1213 330 7900	T +1 310 578 4400
CIVL ENGINEER	TRAFFIC
KFFF CONSULTING ENGINEERS	FENR & PEERS
700 S FLOWER ST. #2100	600 WILSHIRE BLIG. SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T +1213 418/0201	T +1 213 261 3050
CODE CONSULTANT	PARKING
NCCCN FIRE	WATRY DESIGN, INC.
555 W 5TH ST. 26TH FLOOR	2009 GATEWAY PLACE, SUITE 500
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
T+1714 230 2181	T +1 820 917 PARK
SUSTAINABILITY	SHORING
ATELIER 10	LADIO FUNK
25 KEARWY ST. SUITE SEO	219 MAN ST
SAN FRANCISCO, CALIFORNIA 94108	EL SEGUNDO, CALIFORNIA 9096





**B3-L17 ROOF TERRACE** FLOOR PLAN

PROJECT MARKER
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03/22/2024 ENTITLEMENT SJEMITTAL #6
11/11/2022 ENTITLEMENT SJEMITTAL #5
12/06/2019 ENTITLEMENT SJEMITTAL #4
02/24/2017 ENTITLEMENT SJEMITTAL #3
02/29/2017 ENTITLEMENT SJEMITTAL #3

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND MAY NOT BE USED FOR OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT OR COMPLETION OF THIS PROJECT BY OTHERS.

NOT FOR CONSTRUCTION

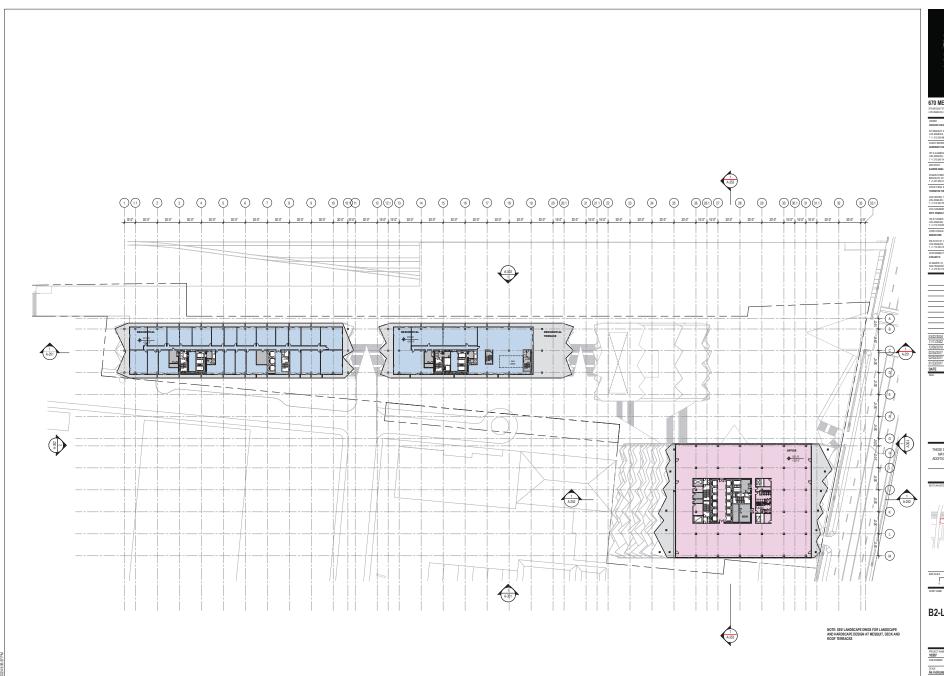




**B3-ROOF FLOOR PLAN** 

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OWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, INC.	ZACHARY WELLA I ROS WE LLC
670 MESQUIT STREET	36 MSLROSE PLACE
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90089
T +1 2/11/24 8M/1	T +1 212 686 2500
CLENT REPRESENTATIVE GARDINER THEODAY D	CLIENT
GARDNER THEOSALD	LONDON & REGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE 6262	SS BAKER ST
LOS ANGELES, CALIFORNIA 90121	LONDON, UK WYU SEW
T =1 313 598 1944	T =44 (0)20 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BUARKE INGELS GROUP	STUDIO IIILA
45 NAN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11001, USA	LOS ANGELES, CA 90030
T+13475494141	T+12/3/384/3844
STRUCTURAL INCIMETR	MED ENGINEED LYT II OGGETON ENGAG
THORNTON TOMASETTI	ARUP & PARTNERS
ACM CENTER 707 NILSHREE BLVD #4450	900 WILSHIRE BLIG. 19TH FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T =1213 330 7000	T =1 310 578 4400
CIVLENGINEER	TRAFFIC
KFFF CONSULTING ENGINEERS	FDIR & PEERS
200 S EL CHIER ST #2100	600 WILSHREELVO, SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
	T +1 213 261 3050
CODE CONSULTANT	T+12/02813880 PRINNING
CODE CONSULTANT	PRINCE
CODE CONSULTANT WOODN FIRE	PRODUNG MATRY DESIGN, INC.
CODE CONSULTANT NODEN FIRE SSS W STHIST, 35TH FLOOR	PRIDDING MATRY DESIGN, INC. 2009 GATEMAY PLACE, SUITE 500
CODE CONSULTANT NODEN FIRE 555 W 57H 5T, 357H FLOOR LOS ANGELES, CHUFORNIA 600 G	PRIBONG MATRY DESIGN, INC. 2009 GATEMAY PLACE, SUITE 500 SAN JOSE, CALFORNIA 50110
CODE CONSULTANT NODEN FIRE 555 W 57H 5T, 357H FLOOR LOS ANGELES, CHUFORNIA 600 G	PRIDDING MATRY DESIGN, INC. 2009 GATEMAY PLACE, SUITE 500
CODE CONSULTANT  NODEN FIRE  SUS W STHIST, JSTH FLOOR  LOS ANGELES, CALIFORNIA 20013  T = 1 TH 2002181  SUSTANABILITY	PRINCING MATRY DESIGN, INC. 2009 GATENAY PLACE, SUITE 500 SAN JOSE, CALFORNIA 50110 T - 1 520 SIT PARK SHICKING
CODE CONSULTANT MODEN FIRE  555 W 5TH ST, JSTH FLOOR LOS ANGELES, CAUFORNA 300 TS T = 1 TH 330 2 WH	PRIDDING INSULTRY DESIGN, INC. 2009 GATEMAY PLACE, SUITE 500 SAN JOSE, CALFORNIA 35/10 T + 1 820 SIT PARK
CODE CONDUCTIVIT MODEN FRE SSS W STHIST, 35TH FLOOR COS ANGLES, CALIFORNIA 500 G T-171 320 G SUSTANABILITY ATELER 19	PRODUIC  WEATHY DESIGN, INC.  2000 GATEMAY PLACE, SUITE 500 SAN, JOSE, CALIFORNIA 2010  T - LED ST TANK  SHORRIG  LABIS FUNK
CODE CONSULTANT  NODEN FIRE  SUS W STHIST, JSTH FLOOR  LOS ANGELES, CALIFORNIA 20013  T = 1 TH 2002181  SUSTANABILITY	PRINCING MATRY DESIGN, INC. 2009 GATENAY PLACE, SUITE 500 SAN JOSE, CALFORNIA 50110 T - 1 520 SIT PARK SHICKING

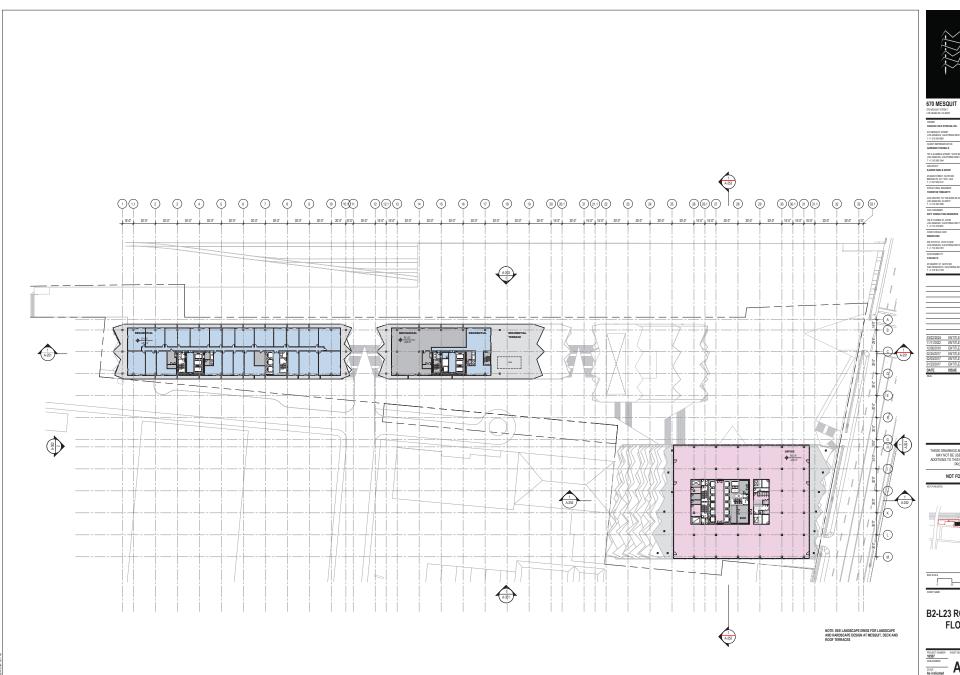
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**B2-L22 ROOF TERRACE** FLOOR PLAN

PROJECT NAMER 19897
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OWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, NC.	ZACHARY VELLA / RCS VE LLC
676 NESQUIT STREET LOS ANGELES, CALIFORNIA 90021 TJ. 211 636 MW.I	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90089 T. J. 172 MIS 2000
CLEAT REPRESENTATIVE	CLIENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
THE S ALAMEDA STREET, SUITE 4250	SS BAKER ST
LOS ANGELES, CALIFORNIA 90121	LONDON, UK WYU SEW
T =1 313 598 1944	T =44 (0)22 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BLARKE INGELS GROUP	STUDIO NLA
45 NAN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN NY 1501 USA	LOS ANGELES, CA 90033
T +1347 549 4141	T +1 213 384 3844
STRUCTURAL DIGINEER	MEP ENGINEER / VT / LOGISTICS/ FACAL
THORNTON TOWASETTI	ARUP & PARTNERS
ADMICENTER TOT WESTERS BLVD #4450	900 WILSHIRE BLIG. 19TH FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T +1213 330 7500	T +1 310 578 4400
CIVLENGINEER	TRAFFIC
KFFF CONSULTING ENGINEERS	FERRAPERS
200 S EL CHIERR ST #2100	600 WILSHRE BLVD, SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T +1213 418 0201	T +1 213 261 3050
CODE CONSULTANT	PARKING
NCOCK FRE	WATRY DESIGN, INC.
555 W 5TH ST. 35TH FLOOR	2009 GATEWAY PLACE, SUITE 500
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
T +1 714 330 2181	T =1 830 917 PARK
SUSTAINABILITY	SHORING
	LAGIG FUNK
ATLLER TO	
25 KEWRY ST. SUITE SEC	219 MAIN ST
	319 MAN ST EL SEGUNDO, CALIFORNA SISHS T. J. 319 3790 2000

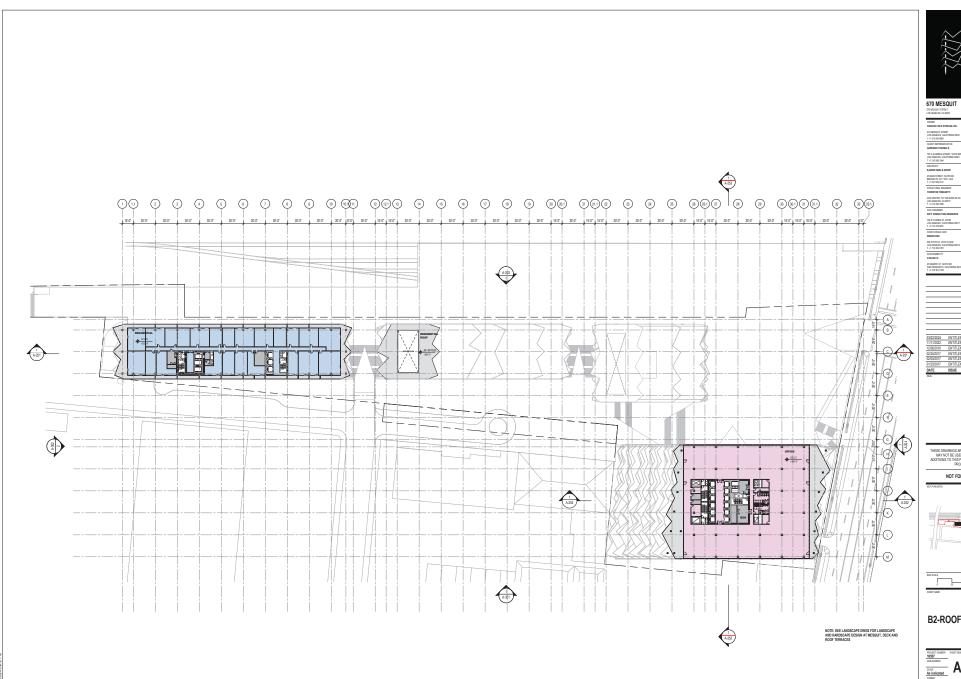




**B2-L23 ROOF TERRACE** FLOOR PLAN

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OWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, INC.	ZACHARY VELLA / RCS VE LLC
670 MESQUIT STREET LOS ANGELES, CALIFORNIA SOCI T +1 2/3 624 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90059 T =1 212 686 2000
CLEAT REPRESENTATIVE	CUENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
TOT'S ALAMEDA STREET, SUITE #250 LOS ANGELES, CALIFORNIA 50021 T +1 210 580 1944	SS SAKER ST LONDON, UK WYU SEW T -44 (\$20 7503 9000
ARCHITECT	LANDSCAPE ARCHITECT
BUARKE INGELS GROUP	STUDIO NLA
45 MAN STREET, SUITE 900 BROOKLYN, NY 11001, USA T + 1347 549 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 90020 T = 1 213 384 3844
STRUCTURAL DIGINEER	MEP ENGINEER / YT / LOGISTICS FACAGE
THORNTON TOMASETTI	ARLP & PARTNERS
ADNICENTER, 707 NR. SHREE BLVD #4450 LOS ANGELES, CA 90017 T =1213 230 7000	900 WILSHIRE BLID, 197H FLOOR LOS ANGELES, CA 90017 T =1 310 S78 4400
CIVILENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FIDIR A PEERS
700 S FLOHER ST, #2100 LOS ANGELES, CALIFORNIA 90017 T =1 213 418 0201	600 WESHIRE BEVD, SLITE 1050 LOS ANGELES, CALIFORNIA 80017 T = 1 210 261 3050
CODE CONSULTANT	PHRING
WCDEN FIRE	NATRY DESIGN, INC.
505 W 5TH ST, 35TH FLOOR LOS ANGELES, CALIFORNIA 900 (3 T = 1 714 200 218)	2009 GATEWAY PLACE, SUITE 500 SAN JOSE, CALIFORNIA 95/10 T +1 820 917 PARK
SUSTANABILITY	SHORING
ATELIER 10	LADIO FUNK

03/22/2024 ENTITLEMENT SUBMITTAL #6 11/11/2022 ENTITLEMENT SUBMITTAL #5 12/06/2019 ENTITLEMENT SUBMITTAL #4 02/24/2017 ENTITLEMENT SUBMITTAL #3 02/03/2017 ENTITLEMENT SUBMITTAL #2

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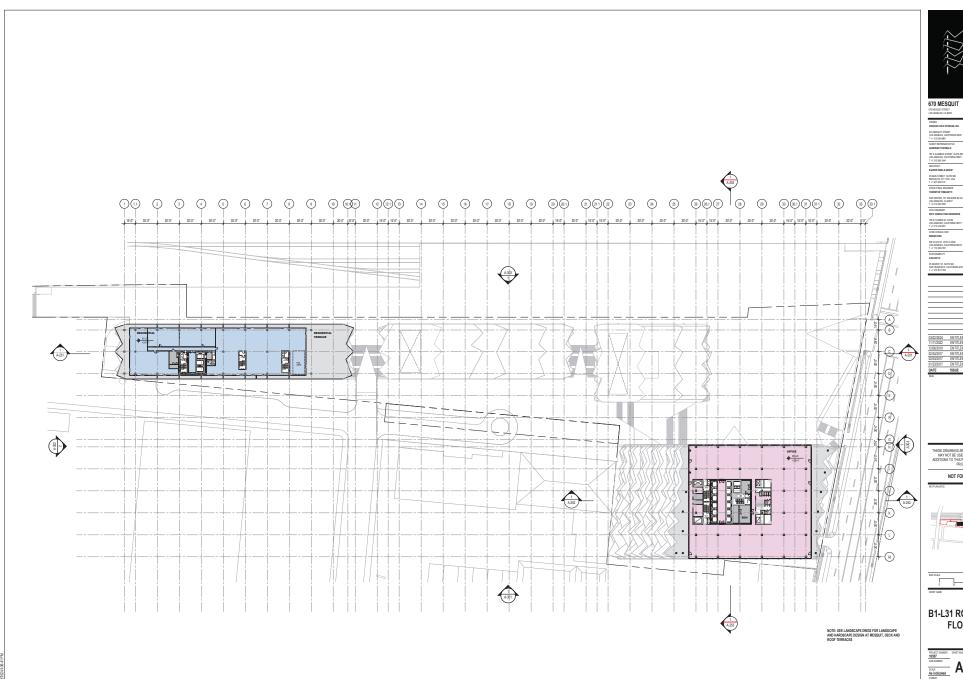




**B2-ROOF FLOOR PLAN** 

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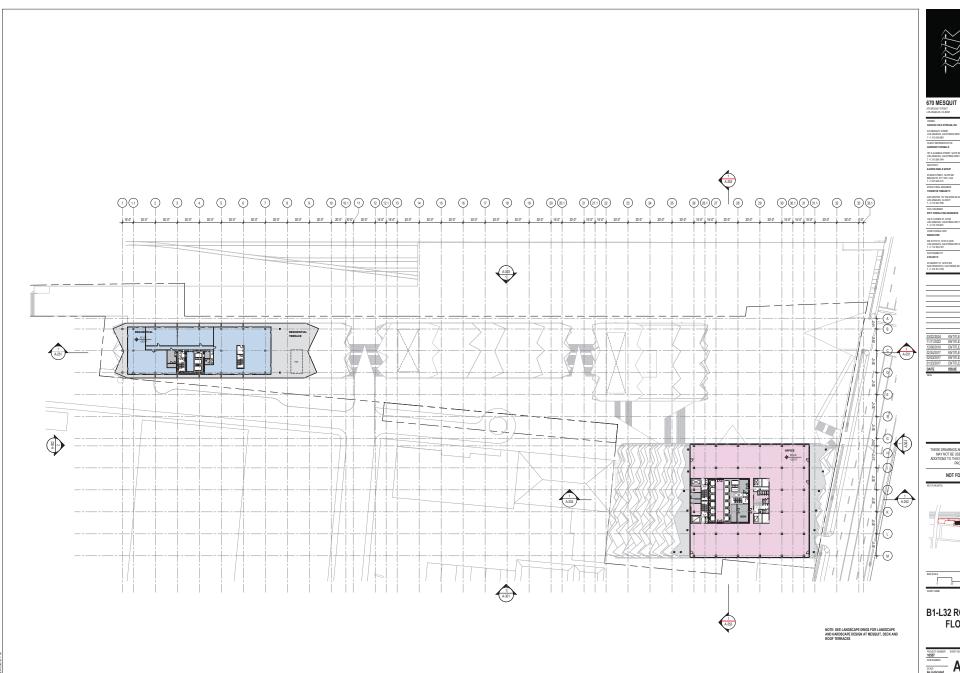
OWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, INC.	ZACHARY WELLA I ROS VE LLC
676 MESQUIT STREET LOS ANGELES, CALIFORNIA 90021 T +1 213 624 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90009 T =1 212 886 2000
CLEAT REPRESENTATIVE	CLIENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
TOT S ALAMEDA STREET, SUITE 4050 LOS ANGELES, CALIFORNIA 20121 T +1 210 588 1944	55 BAKER ST LONDON, UK WYU 85W T +44 (0)20 7562 3000
ARCHITECT	LANDSCAPE ARCHITECT
BLIARKE INGELS GROUP	STUDIO MLA
45 MAN STREET, SUITE 900 BROOKLYN, NY 11001, USA T +1 347 549 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 90033 T =1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ FACADE
THORNTON TOMASETTI	ARUP & PARTNERS
AON CENTER, 707 NRLSHRE BLVD #4450 LOS ANGELES, CA 90017 T =1213 200 7000	900 WILSHIRE BLIG, 197H FLOOR LOS ANGELES, CA 90017 T =1 310 578 4400
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FDIR & PEDIS
700 S FLOWER ST, #2100 LOS ANGELES, CALIFORNIA 20017 T =1 213 416 0201	600 WILSHIRE BLVD, SUITE 1050 LOS ANGELES, CAUFORNIA 80017 T =1 210 281 3880
CODE CONSULTANT	PHRONG
WCCCN FIRE	WATRY DESIGN, INC.
SSEW STHST, 35TH FLOOR LOS ANGELES, CALIFORNIA 20013 T +1 714 200 2181	2000 GATEWAY PLACE, SUITE 200 SAN JOSE, CALIFORNIA 25110 T =1 820 917 PARK
SUSTAINABILITY	SHORING
ATELIER 10	LADIO FUNK
25 KEARNY ST, SUITE SEO SAN FRANCISCO, CALIFORNIA 94108	319 MAIN ST EL SEGUNDO, CALIFORNIA 9096





**B1-L31 ROOF TERRACE** FLOOR PLAN

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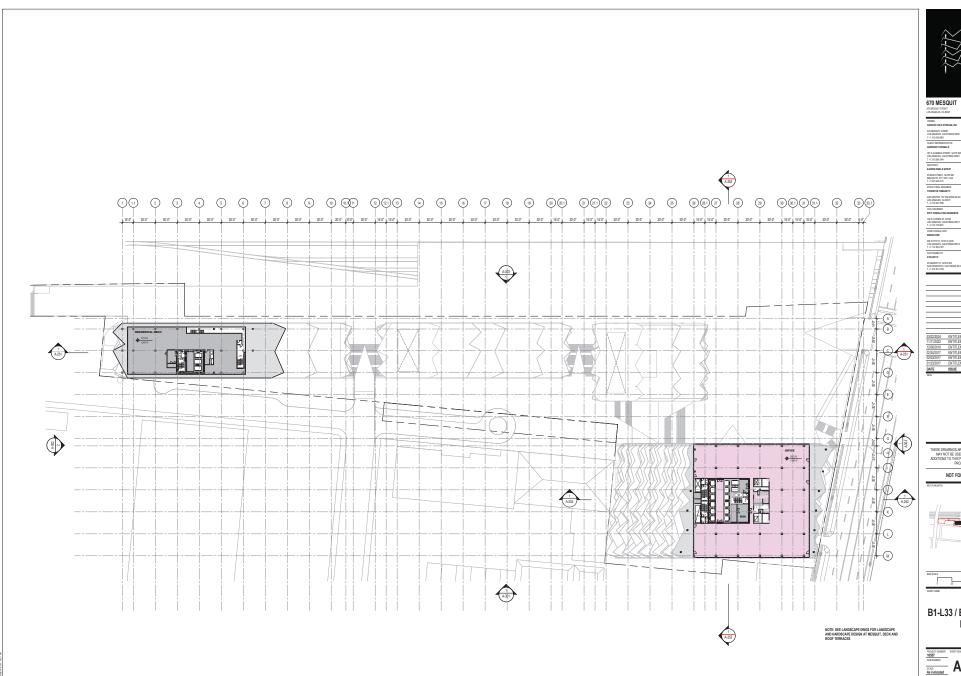
RANGHO COLO STORAGE, INC.	ZACHARY WELLA I ROS WE LLC
KZENESOVIE STREET	WARRING DIACE
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90009
T +1 2/11/24 8M/1	T +1 212 685 2500
CLEAT REPRESENTATIVE	CLIENT
GARDINER THEOSALD	LONDON & REGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE 4050	SS BAKER ST
LOS ANGELES, CALIFORNIA 90(21)	LONDON, UK WYU SEW
T =1 313 598 1944	T =44 (0)20 7562 9000
ARCHITECT	LANDSCAPE ARCHITECT
BUARNE INGELS GROUP	STUDIO IIILA
45 NAN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11001, USA	LOS ANGELES, CA 90033
T +1347 549 4141	T =1 213 384 3844
STRUCTURAL DIGINEER	MED ENGINEER LYT II OGSTUSS ENGAGE
THORNTON TOWNSETTS	ADUD A DADTHERS
INDICATOR TOMASETTI	AKUP & PAKINGKS
ACM CENTER, 707 NILSHIRE BLVD #4450	900 WILSHRE BLID, 19TH FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T =1213 330 7000	T +1 310 578 4400
CIVLENGINEER	TRAFFIC
KFFF CONSULTING ENGINEERS	FENR & PEERS
200 S EL CHIER ST #2100	ANY TELE OF RESIDENCES
LOS ANGELES CALIFORNIA SOCIET	LOS ANGELES CALIFORNIA SOLLT
T =1213 418 0201	T =1 213 261 3050
CODE CONSULTANT	PARKING
WCCCN FIRE	WATRY DESIGN, INC.
SSS W STH ST. 35TH FLOOR	2009 GATEWAY PLACE, SUITE 500
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
T+1714 200 2181	T +1 820 917 PAPK
SUSTAINABILITY	SHORING
ATELIER 10	LAGIG FUNK
25 KEARNY ST. SUITE SEE	219 MAN ST
SAN FRANCISCO, CALIFORNIA 94108	EL SEGUNDO, CALIFORNIA 909/5
T +1415 251 2100	T +1 213 239 9700





**B1-L32 ROOF TERRACE** FLOOR PLAN

PROJECT NAMER SHEET MARKER
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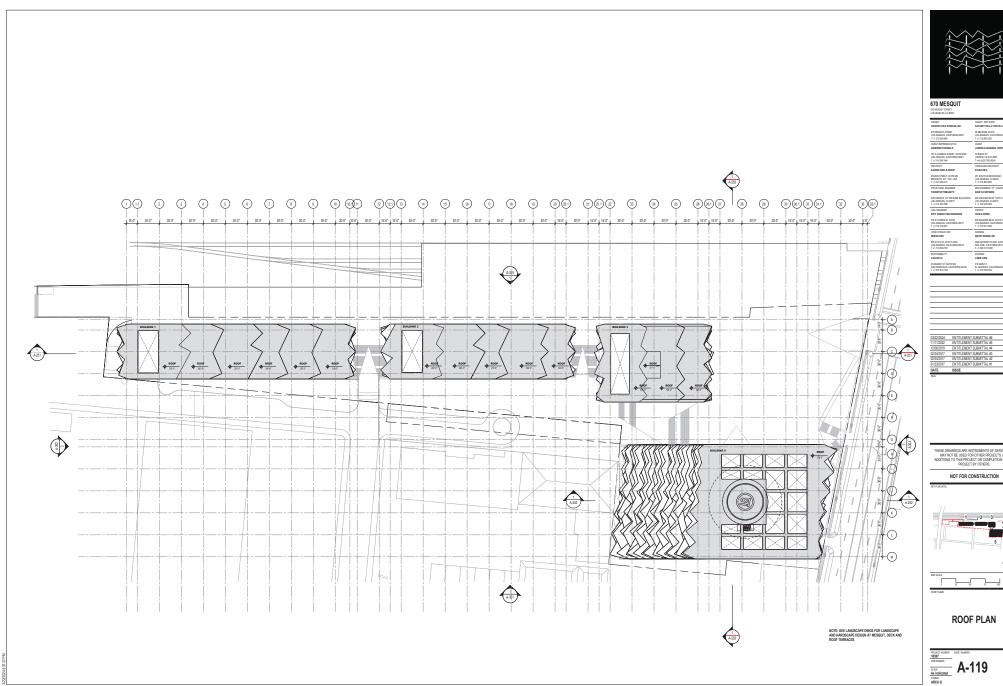
OWNER	CLIENT / APPLICANT ZACHARY VEH I A LIPCS VEH I I C
RANCHO COLO STORAGE, INC.	ZALHARIT VILLA I KOS VE LLO
670 MESQUIT STREET LOS ANGELES, CALIFORNIA 90021	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90059
T at 211 634 6861	T at 112 BM 2000
1+120 624 8801	1 =1 2/12 686 2500
CLENT REPRESENTATIVE	CLIENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE 4293	SS BAKER ST
LOS ANGELES, CALIFORNIA 90121	LONDON, UK WYU SEW
T =1 313 596 1944	T +44 (0)20 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BJARKE INGELS GROUP	STUDIO NEA
45 NAN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11001, USA	LOS ANGELES, CA 90030
T+13475494141	T +1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / YT / LOGISTICS/ FACADE
THORNTON TOMASETTI	ARLP & PARTNERS
ADMICENTER, 707 MILSHIRE BLVD #4450	900 WILSHIRE BLID, 19TH FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T =1213 330 7000	T +1 310 578 4400
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FDIR & PEERS
700 S FLOWER ST. #2100	600 WILSHIRE BLVD. SUITE 1000
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T =1213 418 0201	T +1 213 261 3050
CODE CONSULTANT	PARKING
WCCCN FIRE	WATRY DESIGN, INC.
555 W 57H 5T, 357H FLOOR	2009 GATEWAY PLACE, SUITE 500
LOS ANGELES, CALIFORNIA 900 CI	SAN JOSE, CALIFORNIA 95110
T =1714 200 2181	T =1 833 917 PARK
SUSTABLIBILITY	SHORING
ATELIER 10	LAGIS FUNK
25 KEWRNY ST, SUITE SEE	319 MAIN ST
SAN FRANCISCO, CALIFORNIA SHIDS	EL SEGUNDO, CALIFORNIA 9096
T +1 415 251 2100	T =1 213 239 9700





B1-L33 / B5-L24 FLOOR PLAN

PROJECT MARKER
19597
DIRECT MARKER
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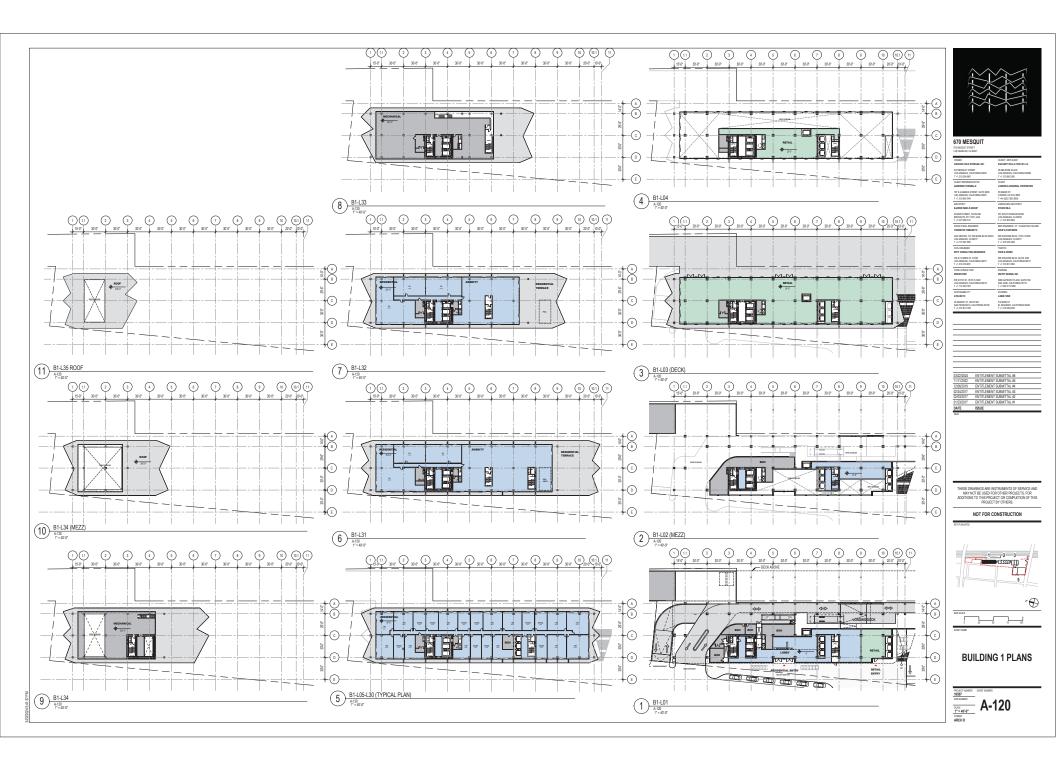


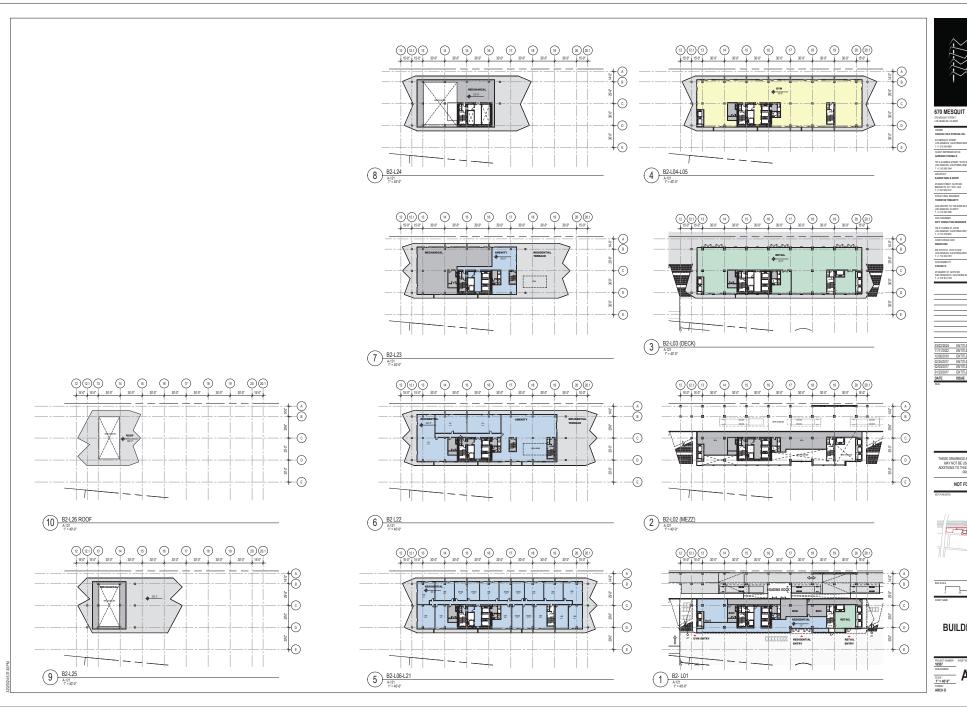


CHINER	CLIENT / APPLICANT
RANCHO COLO STORAGE, INC.	ZACHARY VELLA / ROS VE LLC
670 MESQUIT STREET	36 MELROSE PLACE
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 20089
T +1 210 GN 8861	T ×1 212 886 2800
CLENT REPRESENTATIVE	CLIENT
GARDINER THEOBALD	LONDON & REGIONAL PROPERTIES
TOT S ALAMEDA STREET, SUITE 4293	SS BANGER ST
LOS ANGELES, CAUFORNIA 30021	LONDON, UK WYU BDW
T =1 213 588 1944	T +44 (922 7502 9000
ARCHITECT	LANDSCAPE ARCHITECT
BLARKE INGELS GROUP	STUDIO NEA
45 MAIN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11001, USA	LOS ANGELES, CA 90033
T = 1347 549 4141	T =1 213 384 3844
STRUCTURAL DISPASEER	MEP ENGNEER / VT / LOGISTICS/ FACAL
THORNTON TOMASETTI	ARLP & PARTNERS
AON CENTER, 707 NILSHIRE BLVD #4450	900 WILSHIRE BLID, 19TH FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T =1213 330 7000	T = 1 310 S78 4400
CIVIL ENGINEER	TRAFFIC
KFFF CONSULTING ENGINEERS	FIDER & PEDRS
700 S FLONER ST, #2100	600 WILSHIRE BLVD, SLITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T =1213 416/0201	T +1 213 261 3050











MGELES, CA 90021	
ER	CLIENT / APPLICANT
DHO COLO STORAGE, NC.	ZACHARY VELLA / RCS VE LLC
ESQUIT STREET	36 MELROSE PLACE
MICELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90059
210 GM 8861	T =1 212 686 2500
IT REPRESENTATIVE	CLIENT
OWER THEOGRALD	LONDON & REGIONAL PROPERTIES
ALAMEDA STREET, SUITE 4050	55 SAVER ST
NIGELES, CALIFORNIA 50121	LONDON, UK WYU SEW
110 550 1944	T +44 (923 7562 9000
ITECT	LANDSCAPE ARCHITECT
RE INGELS GROUP	STUDIO MLA
NN STREET, SUITE 900	251 SOUTH MISSION ROAD
DILYN, NY 11201, USA	LOS ANGELES, CA 99233
NY 549-4141	T =1 213 384 3844
CTURAL DIGINEER	MEP ENGINEER / VT / LOGISTICS/ FACADE
INTON TOMASETTI	ARLP & PARTNERS
CENTER, 707 MILSHRE BLVD #4450	900 WILSHIRE BLID, 197H FLOOR
44GELES, CA 90017	LOS ANGELES, CA 90017
113 330 7000	T =1 310 578 4400
ENGINEER	TRAFFIC
CONSULTING ENGINEERS	FERRAPEERS
FLONER ST, #2100	600 WILSHIRE BLVD, SLITE 1050
MGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
113 418 0201	T =1 210 281 3050
CONSULTANT	PHONES
EN FIRE	WATRY DESIGN, INC.
FSTH ST, 35TH FLOOR	2009 GATEWAY PLACE, SUITE 500
MIGDLES, CAUFORNIA 90013	SAN JOSE, CALIFORNIA 35110

219 MAN ST EL SEGUNDO, CALIFO

03/22/2024 ENTITLEMENT SUBMITTAL #6 11/11/2022 ENTITLEMENT SUBMITTAL #5 1011/2022 ENTITLEMENT SUBMITTAL #4 12/08/2019 ENTITLEMENT SUBMITTAL #4 02/24/2017 ENTITLEMENT SUBMITTAL #2 01/23/2017 ENTITLEMENT SUBMITTAL #2

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NOT FOR CONSTRUCTION





**BUILDING 2 PLANS** 

SCARE AT AUT AT A SCARE ARCH D





LOS ANGELES, CA 20021	
OWNER RANCHO COLO STORAGE, INC.	CLIENT / APPLICANT ZACHARY WELLA / RCS VE LLC
E70 NESQUIT STREET LOS ANCELES, CALIFORNIA 80021 T = 1 213 GON 6801	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 20089 T =1 212 886 2000
CLENT REPRESENTATIVE GARDNER THEOSIALD	CLIENT LONGON & REGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE 4090 LOS ANGELES, CALIFORNIA 90121 T +1 210 580 1944	SS BAKER ST LONDON, UK WYU SEW T +44 (Q20 75021000
ARCHITECT BLARKE INGELS GROUP	LANDSCAPE ARCHITECT STUDIO MLA
45 MAN STREET, SUITE 900 BROOKLYN, NY 11001, USA T = 1347 549 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 90020 T =1 213 284 2844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS FACAGE
THORNTON TOWASELTE!  AGN/CENTER, 707 HILSHREE BLVD #4453 LOS ANGELES, CA 90017 T = 1213 330 7000	ARLP & PARTNERS  900 WILSHIRE BLID, 19TH FLOOR LOS ANGELES, CA 900 IT T = 1 310 578 4400
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FENR & PEERS
700 S FLOWER ST, #2100 LOS ANGELES, CALIFORNIA 90017 T =1 213 418 0201	600 WILSHIRE BLVD, SLITE 1050 LOS ANGELES, CALIFORNIA 50017 T =1 213 261 3050
CODE CONSULTANT	PARKING
NOODN FIRE	WATRY DESIGN, INC.
SSEW STH ST, 35TH FLOOR LOS ANGELES, CALIFORNIA 90013 T =1 71H 200 2181	2009 GATEMAY PLACE, SUITE 500 SAN JOSE, CALIFORNIA 95110 T =1 820 917 PARK
SUSTANABILITY	SHORING

03/22/2024 ENTITLEMENT SUBMITTAL #6
11/11/2022 ENTITLEMENT SUBMITTAL #6
12/20/2029 ENTITLEMENT SUBMITTAL #6
12/20/2027 ENTITLEMENT SUBMITTAL #3
12/20/2027 ENTITLEMENT SUBMITTAL #3
12/20/2027 ENTITLEMENT SUBMITTAL #3
12/20/2027 ENTITLEMENT SUBMITTAL #7
12/20/2027 ENTITLEMENT SUBMITTAL #7

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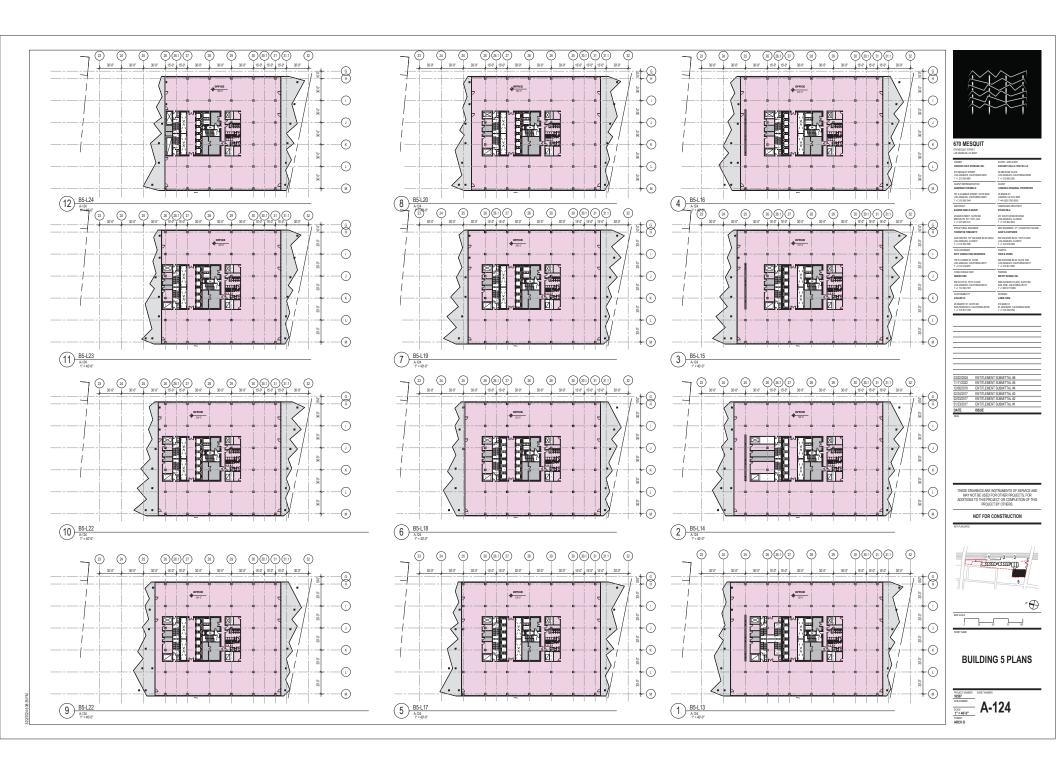


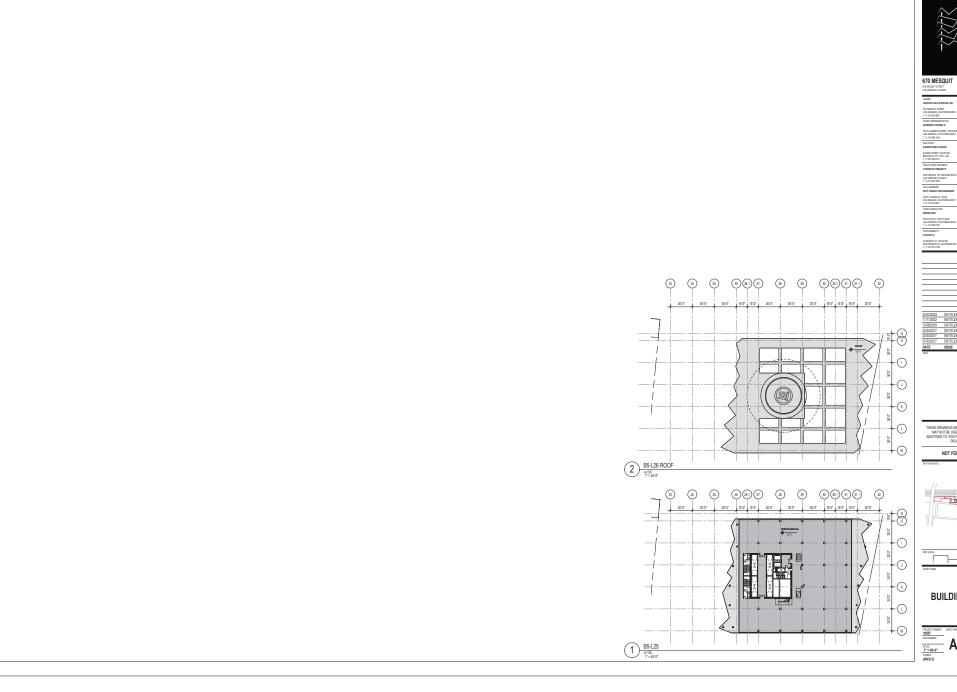
BUILDING 3 PLANS

| PROJECT NAMER | SHEET NAMER | 16557 | CONSUMER | CONS











OWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, NC.	ZACHARY VELLA I ROS VE LLC
670 MESQUIT STREET LOS ANGELES, CALIFORNIA 80021 T+1 210 634 8861	36 MELROSE PLACE LOS ANGELES, CAUPOPNIA 90059 T +1 212 686 2900
CLENT REPRESENTATIVE	CLIENT
GARDINER THEOSIALD	LONDON & REGIONAL PROPERTIES
NOT S ALAMEDA STREET, SUITE 4000 LOS ANGELES, CALIFORNIA 00021 T =1 210 580 1944	55 BANCER ST LONDON, UK WYU SEW T =44 (920 7562 9000
ARCHITECT	LANDSCAPE ARCHITECT
BLARKE INGELS GROUP	STUDIO NEA
45 MAIN STREET, SUITE 900 BROOKLYN, NY 11001, USA T +1 347 549 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 98033 T = 1 213 384 3844
STRUCTURAL DIGINEER	MEP ENGINEER / YT / LOGISTICS/FACADE
THORNTON TOWASETTI	ARLP & PARTNERS
ADM CENTER, 707 NILSHIRE BLVD #4400 LOS ANGELES, CA 90017 T =1213 200 7000	900 WILSHIRE BLID, 197H FLOOR LOS ANGELES, CA 90017 T =1 310 578 4400
CAN ENGAGED	TRACTIC
KPFF CONSULTING ENGINEERS	FIDIR A PEERS
700 S.F.LOINER ST, #2100 LOS ANGELES, CALIFORNIA 90017 T =1 213 416 9201	600 WILSHIRE BLVD, SUITE 1050 LOS ANGELES, CHUPCHNIA 90017 T = 1 213 281 3850
CODE CONSULTANT	PARKING
WCCCN FIRS	WATRY DESIGN, INC.
505 W 5TH ST, 35TH FLOOR LOS ANGELES, CAUPORNA 80013 T =1 TH 330 2 IN1	2009 GATEWAY PLACE, SUITE 500 SAN JOSE, CALIFORNIA 95/10 T +1 823 917 PARK
SUSTAINABILITY	SHORING
ATILIER 10	LAGIG FUNK
25 KEARNY ST, SUITE 500 SAN FRANCISCO, CHUFORNIA 94108 T Julius 761 7000	319 MAN ST EL SEGUNDO, CALIFORNIA 909/6 T = 1.213.209/970

# 03/22/2024 EMTITLEMENT SJEMITTAL #6 11/11/2022 ENTITLEMENT SJEMITTAL #5 12/00/2019 ENTITLEMENT SJEMITTAL #5 02/02/2017 ENTITLEMENT SJEMITTAL #2 02/02/2017 ENTITLEMENT SJEMITTAL #2 03/02/2017 ENTITLEMENT SJEMITTAL #2 DATE ISSUE

# NOT FOR CONSTRUCTION







**BUILDING 5 PLANS** 

FRACECT NAMEER | SHEET NAMEER | SHEET NAMEER | SHEET NAMEER | STATE |



TYPICAL 1-BEDROOM APARTMENT



TYPICAL STUDIO APARTMENT



LOST ANGELES, CA 90021	
OWNER	CLIENT / APPLICANT
RANCHO COLD STORAGE, INC.	ZACHARY VELLA / RCS VE LLC
670 MESQUIT STREET LOS ANGELES, CALIFORNIA 90021 T+1 213 624 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90009 T+1 212 606 2500
CUENT REPRESENTATIVE	CLENT
GARDNER THEODALD	LONDON & RESIGNAL PROPERTIES
767 S ALAMEDA STREET, SUITE 6060 LOS ANGELES, CALIFORNIA 98821 T +1 210 598 1964	SS BAKER ST LONDON, UK WHU SEW T +44 (9)29 7562 9000
ARCHITECT	LANDSCAPE ARCHITECT
BUARKE INSELS GROUP	STUDIO NLA
45 MAIN STREET, SUITE 900 BROOKLYN, NY 11201, USA T +1 367 569 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 90023 T+1 213 384 3846
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/FACADE
THORNTON TOMASETTI	ARUP & PARTNERS
AON CENTER, 707 WILSHIRE BLVD 84450 LDS ANGELES, CA 90017 T+1 213 330 7000	900 WILSHIRE BLVD, 19TH FLOOR LOS ANGELES, CA 90017 T+1 210 S78 4400
CWIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FEHR & PEERS
700 S FLOWER ST, 65100 LOS ANGELES, CALIFORNIA 90017 T +1 213 418 6201	600 WILSHIRE BLVD, SUITE 1050 LOS ANGELES, CALIFORNIA 90017 T+1 213 361 3050
CODE CONSULTANT	PARKING
WOODN FRE	WATRY DESIGN, INC.
SSS WISTH ST, JETH FLOOR LOS ANGELES, CALIFORNIA 90013 T +1 714 230 2101	2000 GATEWAY PLACE, SUITE 550 SAN JOSE, CALIFORNIA 95110 T+1 E33 917 PARK
SUSTAINABILITY	SHORING
ATELIER 10	LADIO FUNK
25 KEARNY ST, SUITE 508 SAN FRANCISCO, CALLFORNIA SH108 T+1 415 251 2108	219 MAIN ST EL SEGUNDO, CALIFORNIA 98345 T +1 213 239 9780

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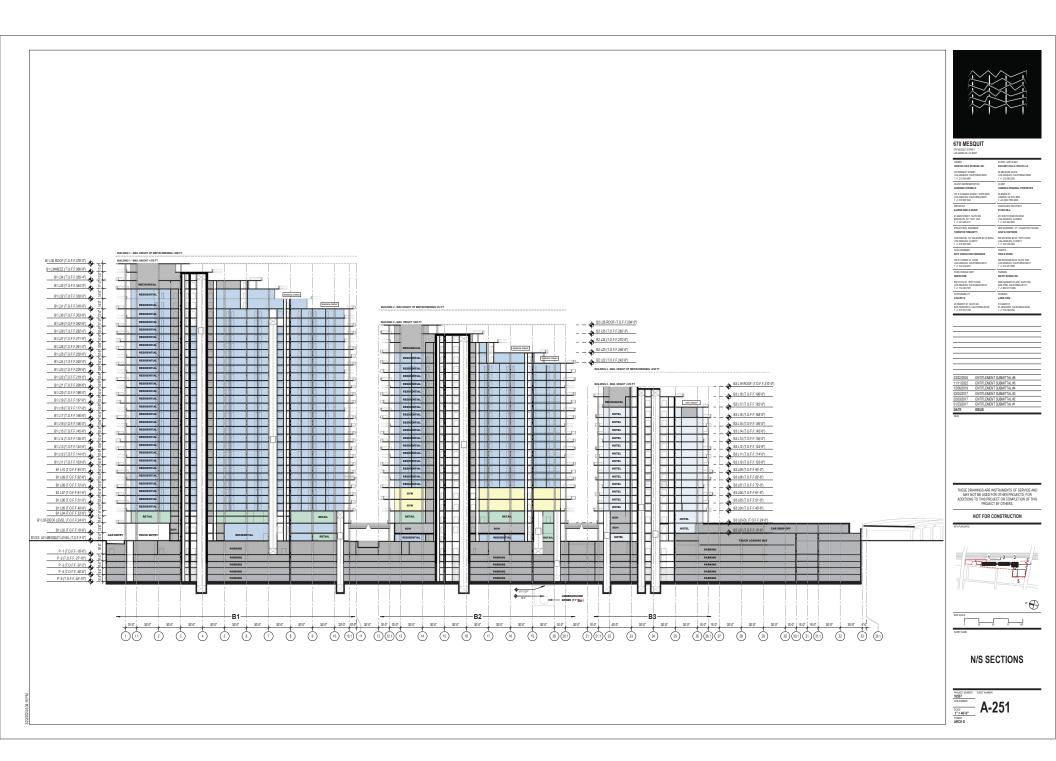




TYPICAL 1-BEDROOM AND STUDIO

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CODE NAMBER
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TORMAN
ARCH D

APARTMENT







GOMES CONTROLLED STATE OF THE S		
THE MEDICAL PROPRIESTORY  AND ADMINISTRATION AND THE ADMINISTRATION	OWER	CLIENT / APPLICANT
CONTROLLED AND CONTRO	RANCHO COLO STORAGE, INC.	ZACHARY WELLA I ROS WELLO
CONTROLLED AND CONTRO	STRESOUT STREET	YEARS BOSE DLACE
COMPONENT SCHOOL COMPON	LOS ANGELES, CALIFORNIA 90021	
JAMES TORSES AND A STORMER STO	T+12/3/634 8861	T =1 212 686 2500
THE AMERICAN STATE OF THE STATE	CLIENT REPRESENTATIVE	CLENT
LORGINGTO CONTROLLED C	GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
7 - 1-10 10 10 10 10 10 10 10 10 10 10 10 10 1	TOT S ALAMEDA STREET, SUITE 4050	
MARKETELL MARKET	LOS ANGELES, CALIFORNIA 90121	LONDON, UK WILLBOW
MARIN REGISTRES   MESSAGE	T =1 310 598 1944	T =44 (0)20 7563 9000
CHARLESTER AT THE CONTROL OF THE CON		
SOCIAL DE LOS DE LA CASE DE LA CA	BLARKE INGELS GROUP	STUDIO MLA
T-COST DESCRIPTION TO THE TOTAL		251 SOUTH MISSION/ROAD
THE COLOR DESCRIPTION OF THE COLOR OF THE CO	BROOKLYN, NY 11201, USA	
MONTH MANUFACTURE OF THE PROPERTY OF THE PROPE	T =1 387 589 4141	T =1 2/3 384 3844
AND COMMENT OF A STATE		
CONTROLLED CORPORATION CONTROLLED	THORNTON TOMASETTI	ARLP & PARTNERS
CONTROLLED CORPORATION CONTROLLED	ACM CENTED 207 NR SHIDT BY VID ALANS	SOUND SHEET BY NO. 1974 EL CORP.
THE SECRET SHOWS A SHAPE OF THE SHAP	LOS ANGELES CA 90017	LOS ANGELES, CA 90017
WIT COMEAN GOMESTS  FOR ALL TURNS  WITH A STATE OF THE ST	T +1 213 330 7900	T +1 310 578 4400
THE FORESTER CHEST  OF THE STATE OF THE STAT	CIVLENGINEER	TRAFFIC
COM AMORTIES, CANDISONA RECOT   COM AMORTIES, CANDISONA RECO	KFFF CONSULTING ENGINEERS	FENR & PEERS
T + 122 - 126 - 126 - 127 - 12	200 S EL ONED ST #2100	SW 17LD OVER 1910 WWW.
CODE COMPALITATY  \$9000000  \$90000000000000000000000000	LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90517
MICROS PER	T =1 213 418 0201	T =1 213 261 3050
550 W STH SE, 3078 FLOOR  105 ANGELES CHATCHOMA 2011  206 GATERIANY FLACE, SUITE 500  500 JUSE, CALL CHOMA 5010  1 1 10 15 16 74990  500 TANABASHITY  500 TANAB		
COS ANGERES, CAUTORINA 20013	WCCCN FIRE	WATRY DESIGN, INC.
T - 171 M 20181 T - 1830 D17 MARK  SUSTAINABILITY SHICKES  ATTLER 90 LABS FANK 25 SERVINY ST, SHITE 500 2150 M 215		
SUSTAINABILITY	LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
ATELIER 10 LABIS FUNK  35 KENNINY ST, SUITE 500 315MAN ST SIN PRINCIPLO CHI FORMA 94105 EL SEGUIDO CALIFORNIA 80165	T +1714 330 2181	T =1 823 917 PARK
SNIFRWISCO, CALFORNA 94108 EL SEGUIDO, CALFORNA SENS		
SAN FRANCISCO, CALIFORNIA SHIDS EL SEGUIDO, CALIFORNIA SIGNS	ATELER 10	LAGIS FUNK
	25 KEARNY ST, SUITE SEC	
T +1 415 351 2100 T +1 213 239 9700		EL SEGUNDO, CALIFORNIA 90945
	T +1415 351 2100	T =1 213 239 9700

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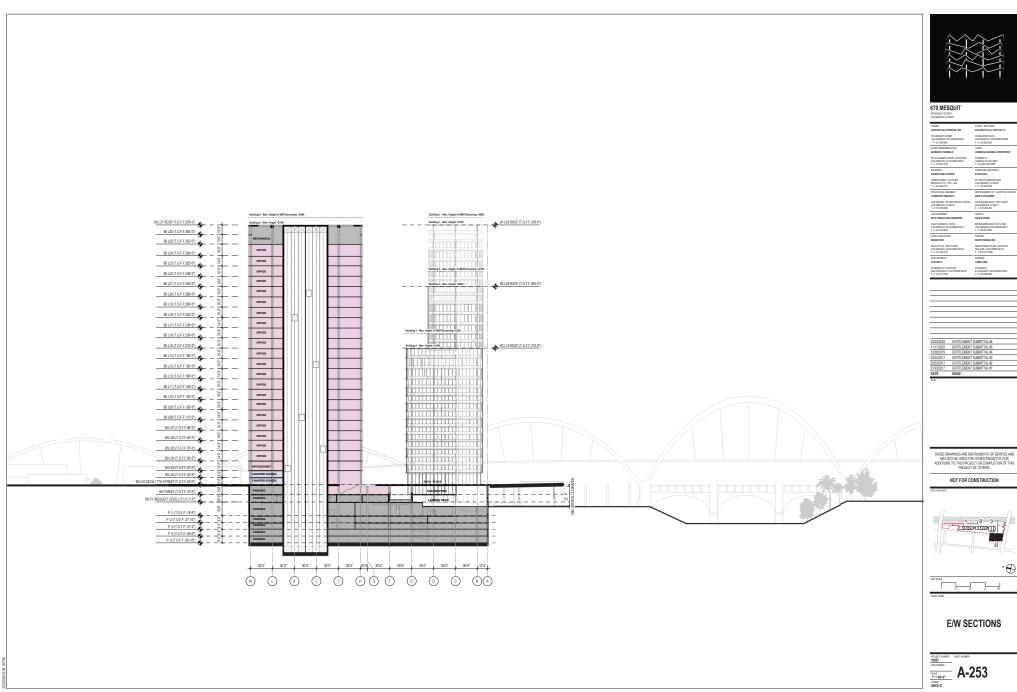
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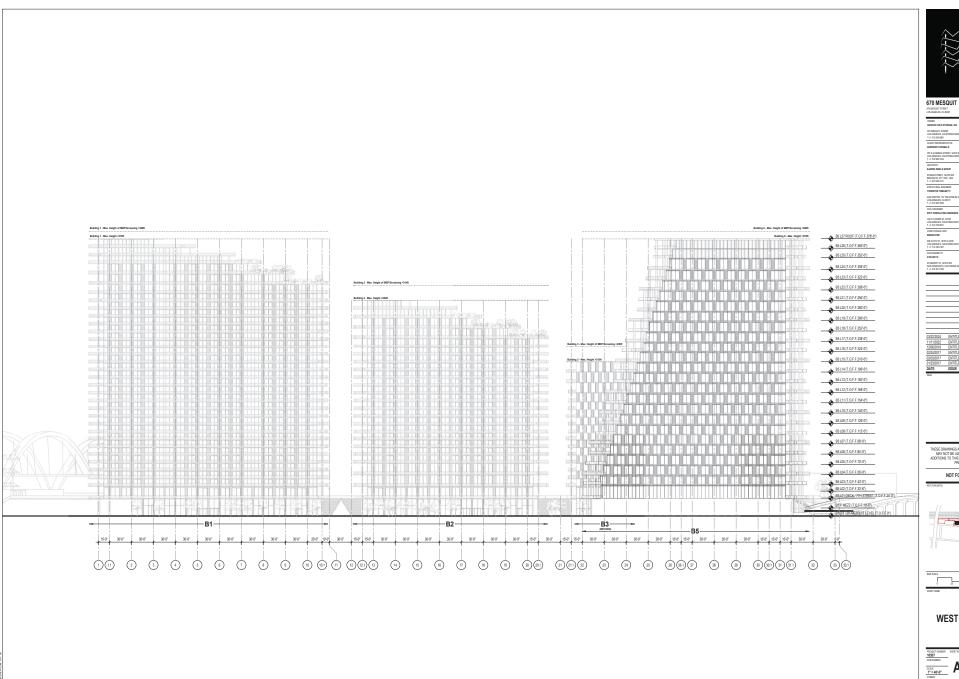
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DWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, INC.	ZACHARY WELLA I ROS WELLC
STEMESQUIT STREET	36 MILROSE PLACE
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90009
T+12/3/624 8861	T +1 212 686 2500
CLIENT REPRESENTATIVE	CLENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
TOT S ALAMIDA STREET, SUITE 4050	SS BAKER ST
LOS ANGELES, CALIFORNIA 90021	LONDON, UK WILLBOW
T +1 310 598 1944	T +44 (0)20 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BLARKE NGELS GROUP	STUDIO NLA
45 NAVA STREET, SUITE 900	251 SOUTH MISSION/ROAD
BROOKLYN, NY 19201, USA	LOS ANGELES, CA 90033
T =1 347 549 4141	T +1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ FACADE
THORNTON TOMASETTI	ARUP & PARTNERS
ACM CENTER, 707 MILSHIRE BLVD #460	900 WILSHRE BLVD, 19TH FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T =1 213 330 7500	T +1 310 578 4400
CIVIL ENGINEER	TRAFFIC
KFFF CONSULTING ENGINEERS	FDIR & PEERS
700 S FLOWER ST #2100	600 WLSHRE BLID, SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T +1 213 418 0201	T +1 213 261 3050
CODE CONSULTANT	PROME
WCCEN FIRE	WATRY DESIGN, INC.
SSS W STH ST. 26TH FLOOR	2009 GATEMAY PLACE, SUITE 500
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
T =1 714 330 2181	T =1 653 917 PARK
SUSTAINABILITY	SHORING
ATELIER 10	LAGIS FUNK
25 KEWRNY ST, SUITE SEO	219 MAIN ST
SAN FRANCISCO, CALIFORNIA 94108	EL SEGUNDO, CALIFORNIA 90945

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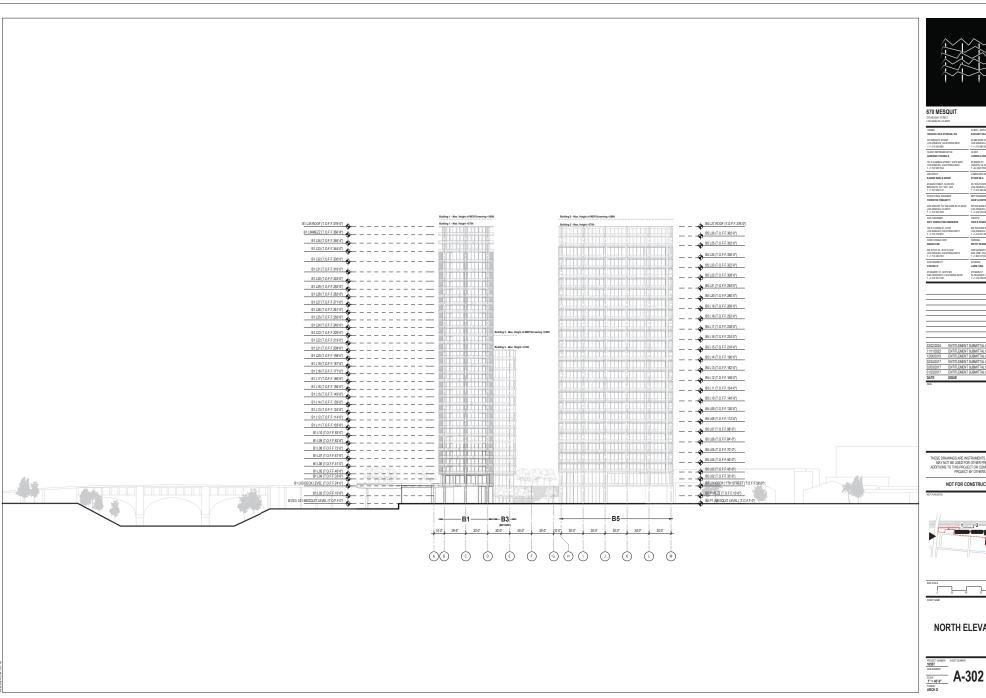
NOT FOR CONSTRUCTION





WEST ELEVATION

SCAR 11" 40'4" A-301





CONER BANCHO COLO STORAGE, INC.	CLENT / APPLICANT ZACHARY WELLA (DOS VELLIC
GTO NESQUIT STREET LOS ANGELES, CALIFORNIA 90021 T+1213 GN 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90089 T =1 212 686 2800
CLIENT REPRESENTATIVE	CLENE
GARDINER THEOSALD	LONDON & REGIONAL PROPERTIES
TOT S ALAMICA STREET, SUITE 4050 LOS ANGELES, CALIFORNIA 50021 T = 1 310 588 1944	55 BAVER ST LOWDON, UK WITU SEW T -44 (0)20 7950 9000
ARCHITECT	LANDSCAPE ARCHITECT
BJARKE INGELS GROUP	STUDIO MLA
45384A/STREET, SUITE 900 BROOKLYN, NY 11201, USA T = 1 387 589 4141	251 SOUTH MISSION/ROAD LOS ANGELES, CA 90033 T =1 213 384 384
STRUCTURAL ENGINEER	MEP ENGINEER / YT / LOGISTICS/ FACADE
THORNTON TOMASETTI	ARLP & PARTNERS
ACIN CENTER, TOT NILSHIRE BLVD #4450 LOS ANGELES, CA 90017 T =1 213 330 7000	900 WLSHRE BLIG, 19TH FLOOR LOS ANGELES, CA 90017 T = 1 310 516 4400
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FENR & PEERS
700 S FLONER ST, #2100 LOS ANGELES, CALIFORNIA 90017 T = 1 213 410 9201	600 WILDHIRE BLID, SUITE 1050 LOS ANGELES, CALIFORNIA 90817 T = 1 213 261 3050
CODE CONSULTANT	PARKING
WCCCN FIRE	WATRY DESIGN, INC.
SSS W STH ST, 26TH FLOOR LOS ANGELES, CALIFORNIA 90013 T +1 714 230 2181	2009 GATEWAY PLACE, SUITE 500 SAN JOSE, CALIFORNIA 95/10 T = 1 853 917 PARK
SUSTAINABILITY	SHORING
ATILIER 10	LAGIS FUNK
25 KEARNY ST, SUITE SID SAN FRANCISCO, CALIFORNIA 94108 T +1 415 351 2100	319 MAN ST EL SEGUNDO, CALIFORNIA 90345 T =1 213 239 9700

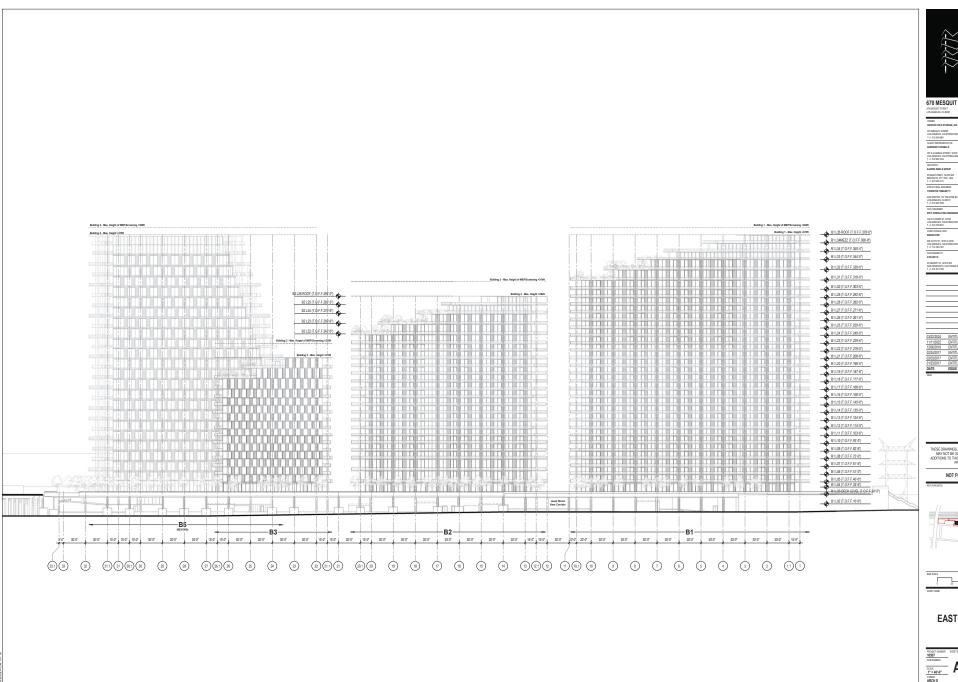
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NOT FOR CONSTRUCTION





NORTH ELEVATION





OWNER	CLIENT / APPLICANT
RANCHO COLO STORAGE, INC.	ZACHARY WELLA I ROS WE LLC
STUMESOUT STREET	35 MELROSE PLACE
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90009
T+12/3/62/(8861	T =1 212 686 2500
CLIENT REPRESENTATIVE	CLENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
TOT S ALAMEDA STREET, SUITE 4250	SS BAKER ST
LOS ANGELES, CALIFORNIA 90021	LONDON, UK WILLBOW
T +1 310 596 1944	T =44 (0)20 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BLARKE INGELS GROUP	STUDIO MLA
45 NAVA STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11201, USA	LOS ANGELES, CA 90033
T =1 387 589 4141	T +1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ FACA
THORNTON TOMASETTI	ARUP & PARTNERS
AON CENTER 707 MILSHIRE BLVD #460	907 WILSHREEDING, 19TH FLOOR
LOS ANGELES: CA 90017	LOS ANGELES, CA 90017
T =1 213 330 7500	T =1 313 578 4400
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FENR & PEERS
700 S FLOWER ST #2100	600 WLSHRE BLIG. SUITE 1050
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017
T +1 213 418 0201	T +1 213 261 3050
CODE CONSULTANT	PARKING
WCCCN FIRE	WATRY DESIGN, INC.
555 W 57H 57, 267H FLOOR	2009 GATEWAY PLACE, SUITE 550
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110
T =1 714 330 2181	T +1 833 917 PARK
SUSTAINABILITY	SHORING
ATELIER 10	LADIO FUNK
25 KEARNY ST, SUITE SEE	219 MAIN ST
SAN FRANCISCO, CALIFORNIA 94108	EL SEGUNDO, CALIFORNIA SONS
T +1 415 351 2100	T =1 213 239 9700

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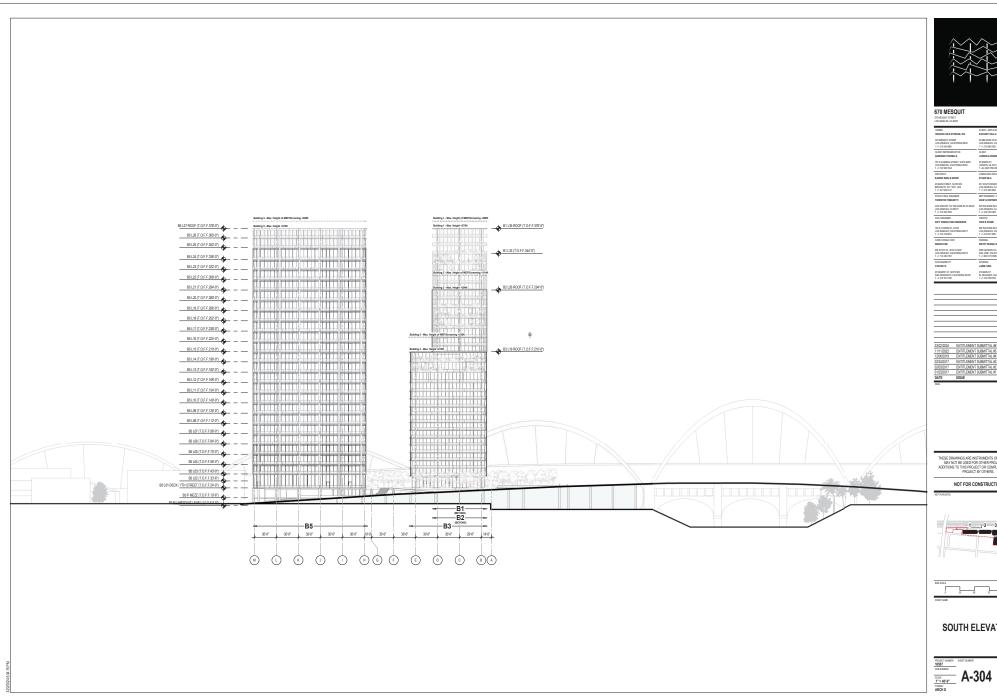
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EAST ELEVATION





CONER RANGHO COLO STORAGE, INC.	CLIENT / APPLICANT ZACHARY WELLA / RCS VE LLC
670 NESQUIT STREET LOS ANGELES, CALPORNA 90021 T+1 213 GM 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90069 T =1 212 686 2000
CLIENT REPRESENTATIVE GARDINER THEODALD	CLENT LONDON & REGIONAL PROPERTIES
TET S ALAMIDA STREET, SUITE 4250 LOS ANGELES, CALIFORNIA 50021 T +1 210 556 1944	SS BAKER ST LONDON, UK WITU SEW T +44 (Q20 7503 5000
ARCHITECT	LANDSCAPE ARCHITECT
BLARKE INGELS GROUP	STUDIO NEA
45 MAIN STREET, SLITE 900 BROOKLYN, NY 11201, USA T = 1 347 549 4141	251 SOUTH MISSION/ROAD LOS ANGELES, CA 98033 T =1 213 304 3044
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/ FACAS
THORNTON TOMASETTI	ARUP & PARTNERS
AON CENTER, 707 NIL SHIRE BLVD #4400 LOS ANGELES, CA 90017 T =1 213 200 7000	900 WILSHIRE BLID, 197H FLOOR LOS ANGELES, CA 90017 T =1 310 578 4400
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FENR & PEERS
700 S FLOWER ST, #2100 LOS ANGELES, CALIFORNIA 90017 T = 1 213 410 0201	600 WILSHIRE BLID, SLITE 1050 LOS ANGELES, CALIFORNIA NIETT T =1 213 201 3050
CODE CONSULTANT	PRINCE
WCCCN FIRE	WATRY DESIGN, INC.
SSEW STHIST, SETHIFLOOR LOS ANGELES, CALIFORNIA 90013 T +1 714 330 2181	2009 GATEMAY PLACE, SUITE 500 SAN JOSE, CALIFORNIA 95110 T =1 603 917 PARK
SUSTANABUTY	SHORING
ATELIER 10	LAGIG FUNK
25 KERRNY ST, SUITE SID SAN FRANCISCO, CALIFORNIA 94108 T. J. J. J. S.	319MAN ST EL SEGUNDO, CALIFORNIA SIGNS Tul 213 750 2700

01/23/2017	ENTITLEMENT SUBMITTAL #1
12/03/2017	ENTITLEMENT SUBMITTAL #2
02/24/2017	ENTITLEMENT SUBMITTAL #3
12/06/2019	ENTITLEMENT SUBMITTAL #4
11/11/2022	ENTITLEMENT SUBMITTAL #5
03/22/2024	ENTITLEMENT SUBMITTAL #6

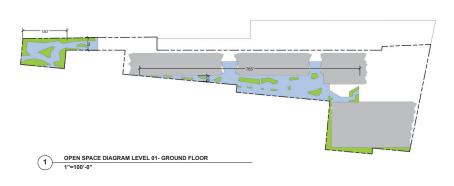
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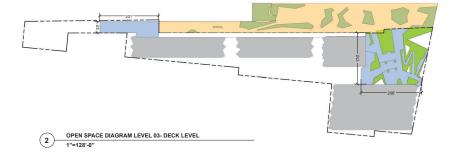




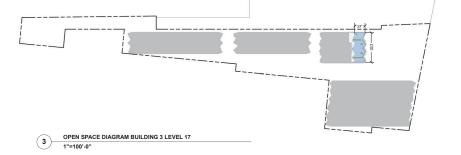
SOUTH ELEVATION



OPEN SPACE CALCULATIONS:	
A. Common Open Space  1. Hardscape	GFA (sqft) 31.474
2. Landscaping	16,760
LEVEL 01- GROUND FLOOR TOTAL	48,234



OPEN SPACE CALCULATIONS:	
	GFA (sqft)
A. Common Open Space	
1. Hardscape	24,850
2. Landscaping	14,750
Optional Deck Hardscape	45,500
Optional Deck Landscaping	19,400
LEVEL 03 - DECK LEVEL TOTAL	39,600



OPEN SPACE CALCULATIONS:	
	GFA (sqft)
A. Common Open Space	
1. Hardscape	3,220
2. Landscaping	235
BUILDING 3 LEVEL 17 TOTAL	3,455

### CALCULATIONS

### A. OPEN SPACE CALCULATION

 CODE REQUIRED OPEN SPACE TOTAL:
 89,725 SQFT

 HARDSCAPE AREA TOTAL:
 67,294 SQFT (75%)

 LANDSCAPE AREA TOTAL:
 22,432 SQFT (25%)

PROVIDED OPEN SPACE,
CODE + NONE CODE REQUIRED TOTAL : 103,329 SQFT
HARDSCAPE AREA TOTAL: 70,910 SQFT (
LANDSCAPE AREA TOTAL: 32,419 SQFT (

### NOTE:

THE OPEN SPACE INCLUDED IN THE OPEN SPACE
CALCULATIONS REFLECT ONLY COMMON OPEN SPACES WITH
ACCESS BY ALL RESIDENTS, INCLUDING NORTHERN LANDSCAPED AREA, WEST
GARDEN, STREETSCAPE, RIVER DECK, HOTEL AND ROOF TERRACES.

2. ADDITIONAL LANDSCAPE AREAS LOCATED BEYOND COMMON OPEN SPACE AREA ARE EXCLUDED FROM ABOVE CALCULATIONS.

### B. TREE CALCULATIONS

LOS ANGELES COUNTY CODE

City or Los Angeles Municipal Code

### Section 22.126.030 - Tree Requirements

EXISTING TREES: 0 TOTAL

TREES REQUIRED: 224 TOTAL
895 UNITS/4 224

### PROPOSED TREES: 224 TOTAL

LEVEL 01 - GROUND FLOOR: 73
LEVEL 03 - DECK LEVEL: 103
BUILDING 3 LEVEL 17: 8
BUILDING 2 LEVEL 22: 7
BUILDING 2 LEVEL 23: 14
BUILDING 1 LEVEL 31: 11
BUILDING 1 LEVEL 32: 8

C. SHORT TERM BICYCLE PARKING: 263 TOTAL

LOS ANGELES MUNICIPAL CODE

SECTION 12.21.A.16(a)(1)(i) - Short-Term Bicycle Parking



### 670 MESQUIT STE MESQUIT STREET LOST ANDELES, GA 90821

ETS MESOLET STREET LOS ANGELES, CALIFORNIA 19821 T +1 213 EIA 8801	DI RIELADOSE PLACE LOS ANDRLES, CALIFORNIA 18000 T +1 212 GM 2588
CUIDHT REPRESENTATIVE GARCONER THEODIALD	CUSHT LONDON & RESIDNAL PROPERTIES
TOT IS ALAMEDA STREET, SUITE 4958 LOS ANGELES, CALIFORNIA 80021 T + 1 218 588 1944	SS BANCER ST LONDON, UK WYU SEW T +44 (FER TSE) 9800
ARCHITECT BAMPRE MITELS GROUP	LANDSCAPE ARCHITECT STUDIO IILA
45 MAIN STREET, SUPE 900 BROCKS, TIE, 197 11201, USA T +1 347 549 4141	201 SOUTH INESECUTAÇIAZI LOS ANDRELES, CA 10833 T+1213 384 3844
ETHUCTURAL ENCOREER THORRECON TOWASCTTI	MEP ENGINEER INTILLOGISTIES FACAD ARSP & PARTHERS
ACH CENTER, TRY WILESPIE BLVD 84458 LOS ANGELES, CA 98817 T +1 213 338 7880	900 WILSHIPS BLVD, 19TH PLDOR LOS ANGELES, CA 9081T T+1218 S78 4488
CNA DICATOR	TRAFFEC
KPFF CONSULTED ENGINEERS	FEHR & PEERS
700 S FLOWER ST, #2100 LOS ANDSELES, CALIFORNIA, 80017 T +1 213 416 0081	680 WESHES BLVO, SUFE 1850 LOS ANDELES, CALFORNIK 98017 T+1213 281 288
CODE CONSULTAN	PARKETS
MODENTRE	WATER CENTRA PEC.
	2010 GATEMAY PLACE, SUITE 508 SAIL JOSE, CALIFORNIA 55110 T +1 533 517 PARK

10/20/20/23 ENTITLEMENT SUBMITTAL RS 11/11/20/22 ENTITLEMENT SUBMITTAL RS 12/06/20/19 ENTITLEMENT SUBMITTAL RS 02/4/20/17 ENTITLEMENT SUBMITTAL RS

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND MAY NOT BE USED FOR OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT OR COMPLETION OF THIS PROJECT BY OTHERS.

NOT FOR CONSTRUCTION



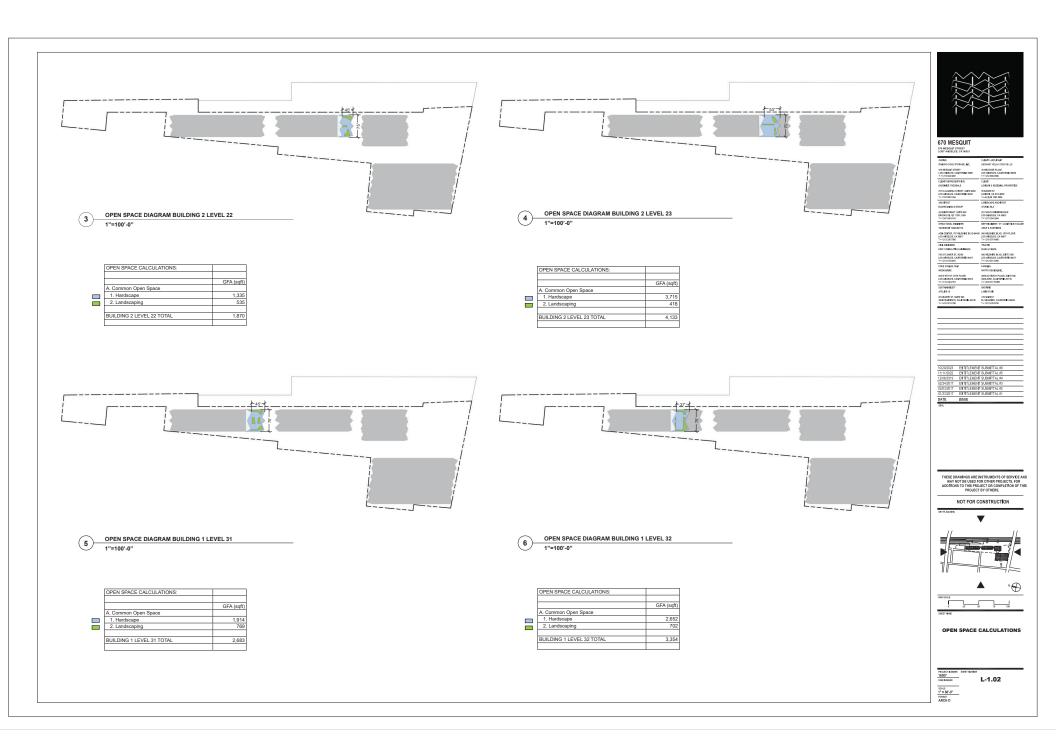


OPEN SPACE CALCULATIONS

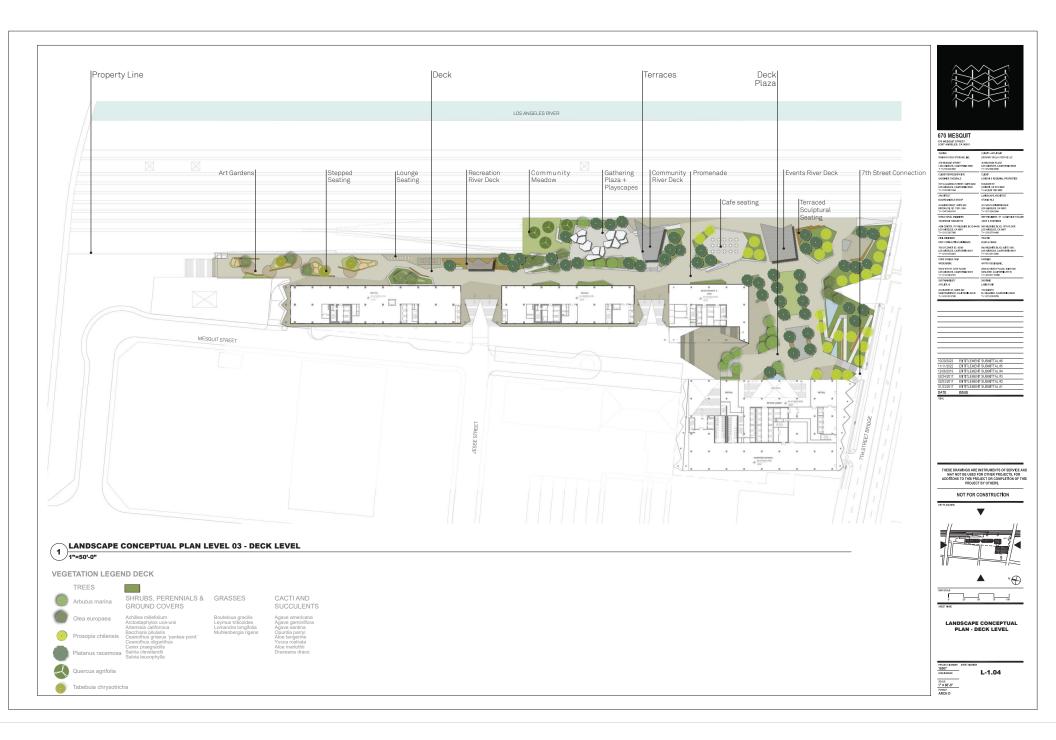
SOURCE SHEET NAME OF THE SHEET

L-1.01

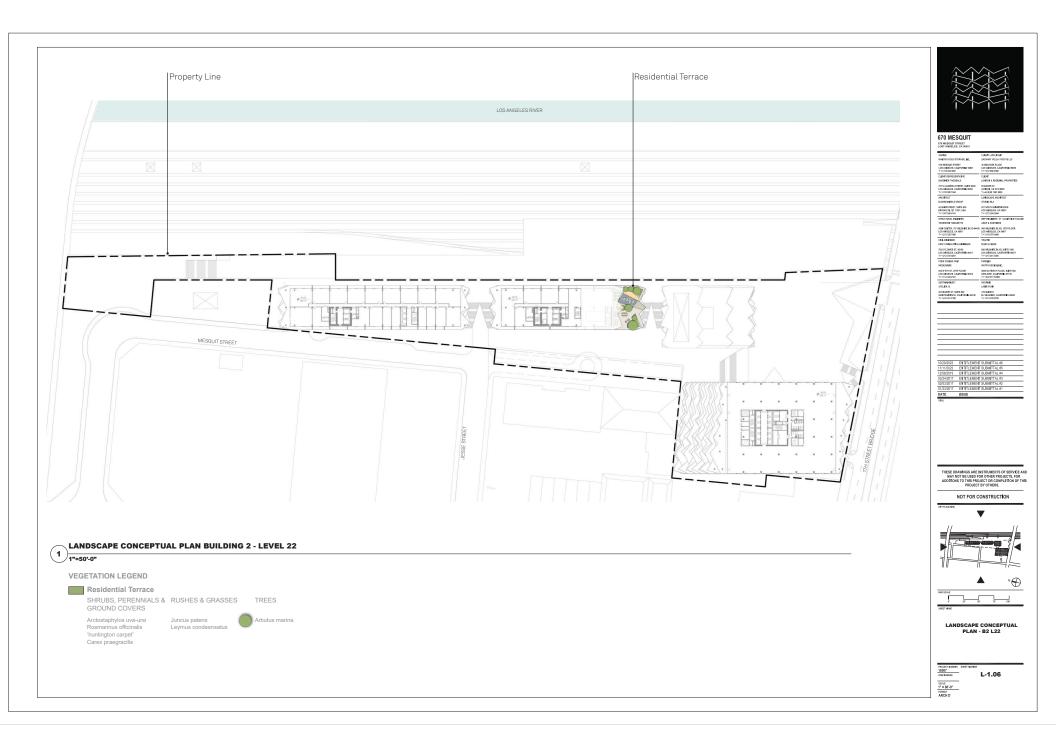
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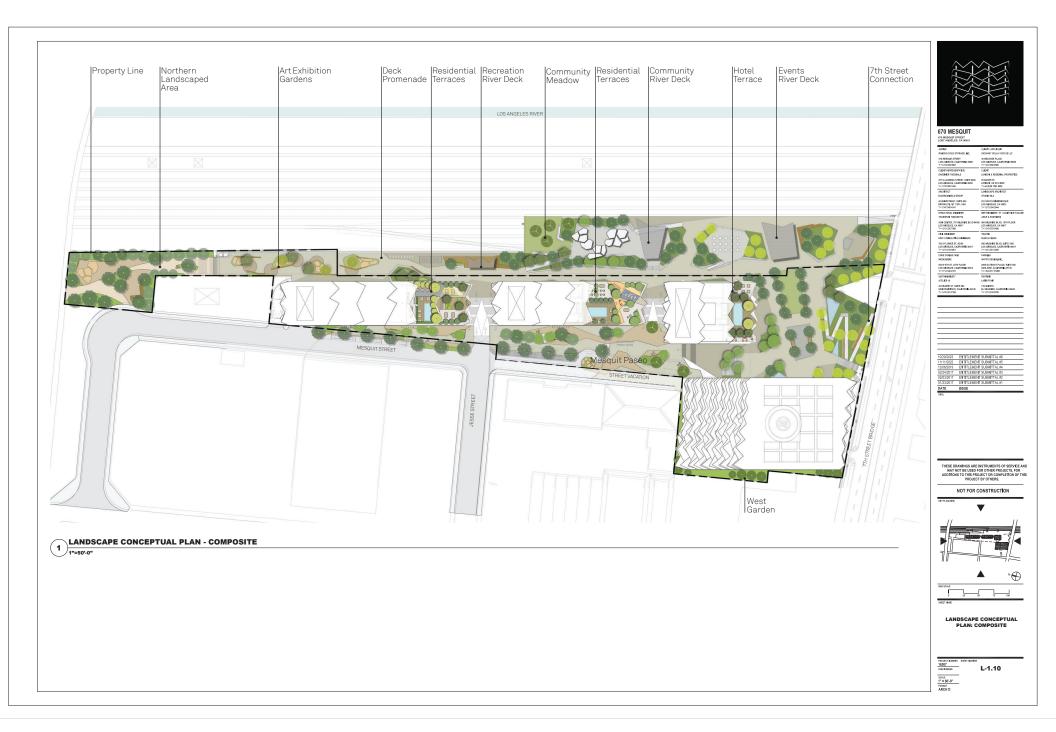












### PLANT PALETTE AND LEGEND

### TREE

















indica x fauriei 'Natchez'







pinnata





pililaris



californica











longifolia

Juncus

patens







Rosmarinus officinalis 'huntington carpet'

**GRASSES & RUSHES** 





spp.





Chondropetalum

tectorum





praegracilis

Aloe tangerine



rigens



uva-ursi

condensatus VINES





glauca



Lonicera

ligusticifolia subspicata

### CACTI & SUCCULENTS







Opuntia

parryi



Agave santina



Yucca

rostrata



Aloe arborescens

ymbol	Scientific Name	Common Name	Size	City of Los Angeles Native	WUCOLS IV Region 3 Plant Factor	Expected Ho x Canop Diamete
	Platanus racemosa	California Sycamore	36" Box	Υ	Moderate, 40-60% Eto	50' H x 25' W
<b>(</b>	Quercus agrifolia	Coast live oak	36" Box	Υ	Very Low, <10% Eto	40' Hx 35' W
7	Tabebuia chrysotricha	Golden Trumpet Tree	36" Box	N	Moderate, 40-60% Eto	25' H x 25' W
	Arbutus marina	Marina arbutus	36" Box	N	Low, 10-30% Eto	20' H, 20' W
	Olea europaea	Olive	36" Box	N	Low. 10-30% Eto	20' H, 15' W
	Prosopis chilensis	Chilean mesquite	36" Box	N	Low, 10-30% Eto	30' H x 30'W
	Lagerstroemia indica x fauriei 'Natchez'	Crape myrtle	36" Box	N	Moderate, 40-60% Eto	20' Hx 10' W
	Artemisia californica	California sagebrush	5- Gal	Υ	Very Low, <10% Eto	
	Berberis pinnata	California barberry	5- Gal	Υ	Low, 10-30% Eto	
	Baccharis pilularis	Coyote brush	5- Gal	Υ	Low, 10-30% Eto	
	Rhamnus californica	Coffeeberry	5- Gal	Υ	Very Low, <10% Eto	
	Achillea millefolium	Yarrow	1- Gal	Υ	Low, 10-30% Eto	
	Salvia clevelandii	Cleveland sage	5- Gal	Υ	Low, 10-30% Eto	
	Salvia leucophylla	Purple sage	5- Gal	Υ	Low, 10-30% Eto	
	Eriophyllum confertiflorum	Golden yarrow	5- Gal	Υ	Very Low, <10% Eto	
	Ceanothus spp	California lilac	5- Gal	Υ	Low, 10-30% Eto	
	Lomandra longifolia	Spiny headed Mat rush	5- Gal	N	Low, 10-30% Eto	
	Zamia furfuracea	Cardboard palm	5- Gal	N	Moderate, 40-60% Eto	
	Encephalartos princeps	Kei cycad	5- Gal	N	Moderate, 40-60% Eto	
	Cistus spp.	Rockrose	5- Gal	N	Low, 10-30% Eto	
	Rosmarinus officinalis ' huntington carpet'	Rosemary	5- Gal	N	Low, 10-30% Eto	
	Leymus condensatus	Giant wildrye	1- Gal	Υ	Low, 10-30% Eto	
	Festuca glauca	Blue fescue	1- Gal	N	Low, 10-30% Eto	
	Juncus patens	Common rush	5- Gal	Υ	Low, 10-30% Eto	
	Chondropetalum tectorum	Small cape rush	5- Gal	N	Low, 10-30% Eto	
	Carex praegracilis	California field sedge	1- Gal	Υ	Moderate, 40-60% Eto	
	Muhlenbergia rigens	Deergrass	5- Gal	Υ	Low, 10-30% Eto	
	Arctostaphylos uva-ursi	Bearberry	5- Gal	Υ	Low, 10-30% Eto	
	Clematis ligusticifolia	Western white clematis	5- Gal	Υ	Low, 10-30% Eto	
	Lonicera subspicata	Southern honeysuckle	5- Gal	Υ	Low, 10-30% Eto	
	Agave americana	Century plant	5- Gal	N	Very Low, <10% Eto	
	Agave geminiflora	Twin flowered agave	5- Gal	N	Low, 10-30% Eto	
	Opuntia parryi	Prickly pear	5- Gal	Υ	Very Low, <10% Eto	
	Agave santina	Ellemeet's agave	5- Gal	N	Low, 10-30% Eto	
	Aloe tangerine	Tangerine aloe	5- Gal	N	Low, 10-30% Eto	
	Yucca rostrata	Beaked yucca	5- Gal	Υ	Very Low, <10% Eto	
	Aloe arborescens	Krantz aloe	5- Gal	N	Low, 10-30% Eto	
	Aloe Marlothii	Mountain aloe	5- Gal	N	Low, 10-30% Eto	
	Dracaena draco	Dragon tree	5- Gal	N	Very Low, <10% Eto	

NOTE: PLANT PALETTE IS INITIAL AND WILL BE REFINED AS PROJECT DEVELOPS. PER RIO OVERLAY SECTION 13.17 F. 1. : 75% OF PROJECTS NEWLY LANDSCAPED AREA SHALL BE PLANTED WITH A COMBINATION OF THE FOLLOWING: NATIVE TREES, PLANTS AND SHRUBS, OR SPECIES DEFINED AS WATERSHEDWISE, OR LISTED IN THE LOS ANGELES COUNTY RIVER MASTERPLAN LANDSCAPE GUIDELINES AND PLANT PALETTES.



670 MESQUIT STE MESQUIT STREET LOST ANGELES, CA 90821

OW46R	CURNT/APPLICANT
RANCHO COLD STORAGE, NO.	ZACHARY VELLA, FICS VELLC
ETS MESOLET STREET LOS ANGELES, CALIFORNIA 19821 T +1 213 EIA 8801	DI RIELADOSE PLACE LOS ANDRLES, CALIFORNIA 18000 T +1 212 GM 2588
CUIDIT REPRESENTATIVE	cuper
GARCOUT THEOSIALD	LORDOR & RESIDIAL PROPERTIES
TOT IS ALAMEDA STREET, SUITE 4958 LOS ANGELES, CALIFORNIA 80021 T + 1 218 588 1944	SS BAKER ST LONDON, UK WILL SEW T HAS DEED TISES 19800
ARCHITECT	LANDSCAPE ARCHITECT
EJMPKE PROELS GROUP	STUDIO BILA
45 MAIN STREET, SUPE 900 BROOKS, THE RY 11201, USA THI SAT SHE 4141	201 SOUTH INESSON FOND LOS ANGORLES, CA 10833 T+1213 384 3844
STRUCTURAL ENGINEER	MEP ENGNEER OVE LOCKSTES/ FACAD
THORITON TOWASETTI	APLP & PARTIERS
ACH CENTER, TRY WILESPIE BLVD 84458 LOS ANGELES, CA 98817 T +1 213 338 7880	900 WILSHIPS BLVD, 19TH PLDOR LOS ANGELES, CA 9081T T+1218 S78 4488
CNA DICATOR	TRAFFEC
KPFF CONSULTED ENGINEERS	FEHR & PEERS
700 S FLOWER ST, #2100 LOS ANDSELES, CALIFORNIA, 80017 T +1 213 416 0081	680 WESHES BLVO, SUFE 1850 LOS ANDELES, CALFORNIK 98017 T+1213 281 288
CODE COMBULTANE	PARKETS
MODENTRE	WATER CENTRA PEC.
955 NF STH ST, 35TH FLOOR: LOS ARGELES, CALIFORNIA 90013 T +1 T14 336 2181	2010 GATEMAY PLACE, SUITE 508 SAN JOSE, CALIFORNIA 55110 T+1 533 517 PAPK
SUSTABBUBLEY	510016
ATELER 16	LAGBI FUNK
25 REARMY ST, SUITE 500 SANFRANCISCO, CALIFORNIA SHINI T +1 415 251 2100	219 MAREST EL SESENDO, CAL PORIER 98345 T + 1 212 228 9788

10/20/2023	ENTITLEMENT SUBMITTAL #6
11/11/2022	ENTITLEMENT SUBMITTAL I/S
12/06/2019	ENTITLEMENT SUBMITTAL #4
02/24/2017	ENTITLEMENT SUBMITTAL #3
02/03/2017	ENTITLEMENT SUBMITTAL #2
01/23/2017	ENTITLEMENT SUBMITTAL #1
DATE	ISSUE

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NOT FOR CONSTRUCTION



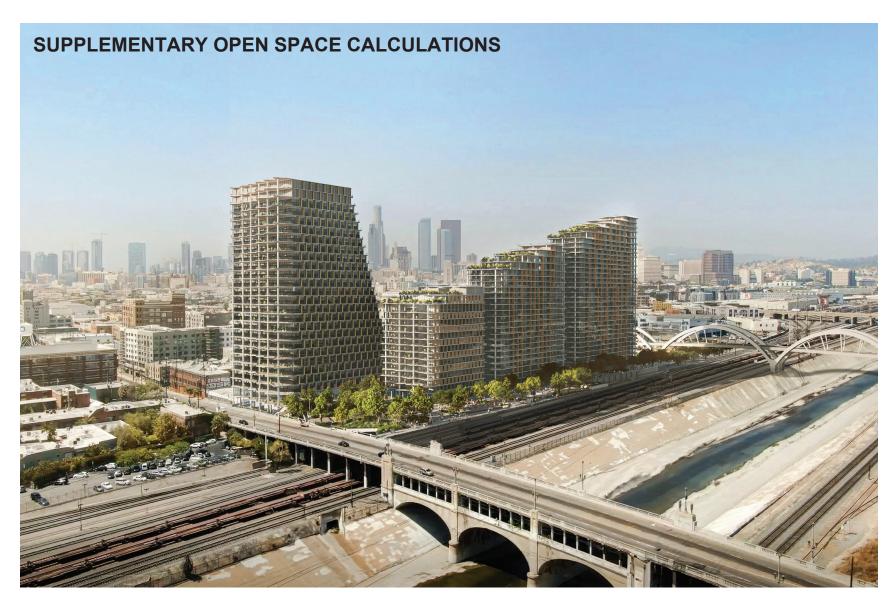


PLANT PALETTE

PROJECT/BUILDER	SHEET MURREN	
16507		
DOB NUMBER		L-1.11

SCALE 1" = 60"-0" FORMAT ARCH D

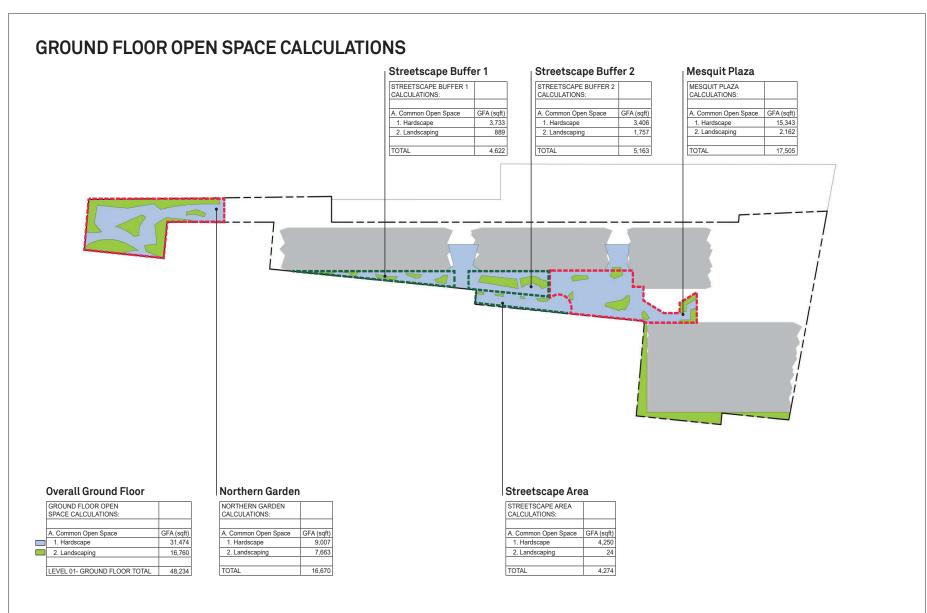
Aloe Marlothii Dracaena





OWNER	CLIENT / APPLICANT
RANCHO COLD STORAGE, INC.	ZACHARY VELLA / RCS VE LLC
670 MESQUIT STREET	36 WELROSE PLACE
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90009
T +1 213 624 8861	T+12126862500
CLIENT REPRESENTATIVE	CLENT
GARDNER THEODALD	LONDON & REGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE #360	SS BAKER ST
LOS ANGELES, CALIFORNIA 90021	LONDON, UK WHU SEW
T +1 310 598 1964	T +44 (9)29 7563 9000
ARCHITECT	LANDSCAPE ARCHITECT
BUARKE INGELS GROUP	STUDIO NLA
45 MAIN STREET, SUITE 900	251 SOUTH MISSION ROAD
BROOKLYN, NY 11301, USA	LOS ANGELES, CA 90033
T +1 367 569 4141	T +1 213 304 3044
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/F
THORNTON TOMASETTI	ARUP & PARTNERS
AON CENTER, 707 WILSHIRE BLVD #H450	900 WILSHIRE BLVD, 19TH FLOOR
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017
T +1 213 338 7080	T +1 310 578 4400
OVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FEHR & PEERS
700 S FLOWER ST, 49100	600 WILSHIRE BLVD, SUITE 1050
LOS ANGELES, CALIFORNIA 98817	LOS ANGELES, CALIFORNIA 90017
T +1 213 418 6291	T +1 213 361 3650
CODE CONSULTANT	PARKING
WOODN FIRE	WATRY DESIGN, INC.
SSS W STN ST, 1STN FLOOR	2000 GATEWAY PLACE, SUITE 550
LOS ANGELES, CALIFORNIA 98813	SAN JOSE, CALIFORNIA 95110
T +1 714 330 2191	T +1 833 917 PARK
SUSTAINABILITY	SWEENS
ATELIER 10	LADIS FUNK
25 KEARNY ST, SUITE 500	219 MAIN ST
SAN FRANCISCO, CALIFORNIA 94108	EL SEGUNDO, CALIFORNIA 98365
T+1 415 351 2100	T+12132399700



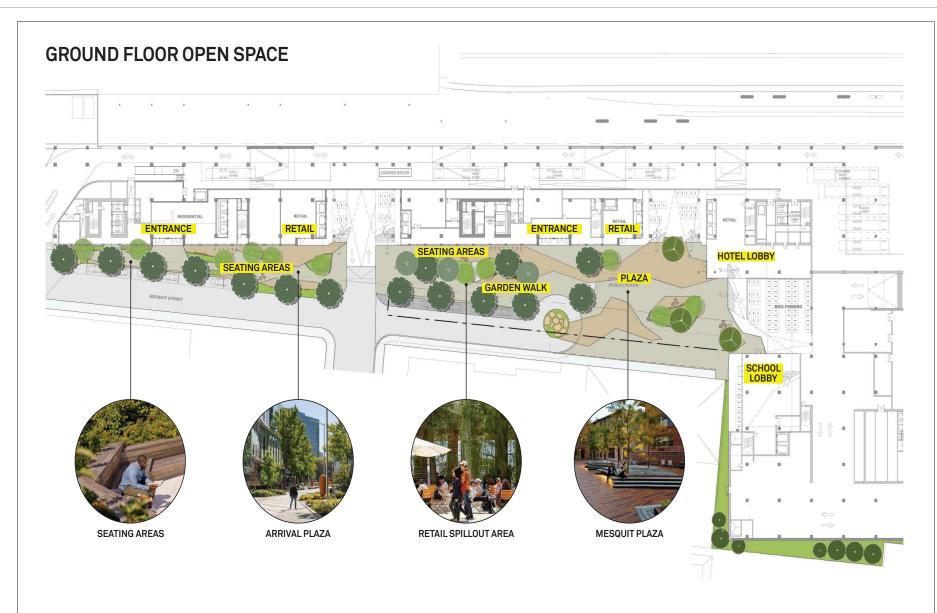




ETO MESQUIT STREET LOST ANGELES, CA 90021	
OWNER	CLIENT / APPLICANT
RANCHO COLD STORAGE, INC.	ZACHARY VELLA / RCS VE LLC
670 MESQUIT STREET LOS ANGELES, CALIFORNIA 90021 T+1 213 624 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90000 T +1 212 600 2500
CLIENT REPRESENTATIVE	CLENT
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES
767 S ALAMEDA STREET, SUITE #000 LOS ANGELES, CALIFORNIA 90021 T +1 210 500 1944	SS BAKER ST LONDON, UK WHU BEW T +44 (9)29 TSE2 9000
ARCHTECT	LANDSCAPE ARCHITECT
BUARKE INSELS GROUP	STUDIO NLA
45 MAIN STREET, SUITE 900 BROOKLYN, NY 11301, USA T +1 347 549 4141	251 SQUTH MISSION ROAD LOS ANGELES, CA 90033 T +1 213 384 3844
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/F
THORNTON TOMASETTI	ARUP & PARTNERS
AGN CENTER, 707 WILSHIRE BLVD 64458 LDS ANGELES, CA 90017 T+1 213 230 7000	900 WILSHIPE BLVD, 19TH FLOOR LOS ANGELES, CA 90017 T +1 210 578 4600
CIVIL ENGINEER	TRAFFIC
KPFF CONSULTING ENGINEERS	FEHR & PEERS
700 S FLOWER ST, 62100 LOS ANGELES, CALIFORNIA 90017 T+1 213 418 6201	600 WILSHIPE BLVD, SUITE 1050 LOS ANGELES, CALIFORNIA 90017 T +1 213 201 3050
CODE CONSULTANT	PARKING
WOOEN FIRE	WATRY DESIGN, INC.
SSS W STN ST, 3STN FLOOR LOS ANGELES, CALIFORNIA 98813 T+1 714 238 2181	2000 GATEWAY PLACE, SUITE 550 SAN JOSE, CALIFORNIA 95110 T+1 932 917 PARK
SUSTAINABILITY	SWEENS
ATELIER 10	LADIS FUNK
25 KEARNY ST, SUITE 500 SAN FRANCISCO, CALIFORNIA 94100 T at 445 101 1100	219 MAIN ST EL SEGUNDO, CALIFORNIA 90365 T+1 213 239 9700

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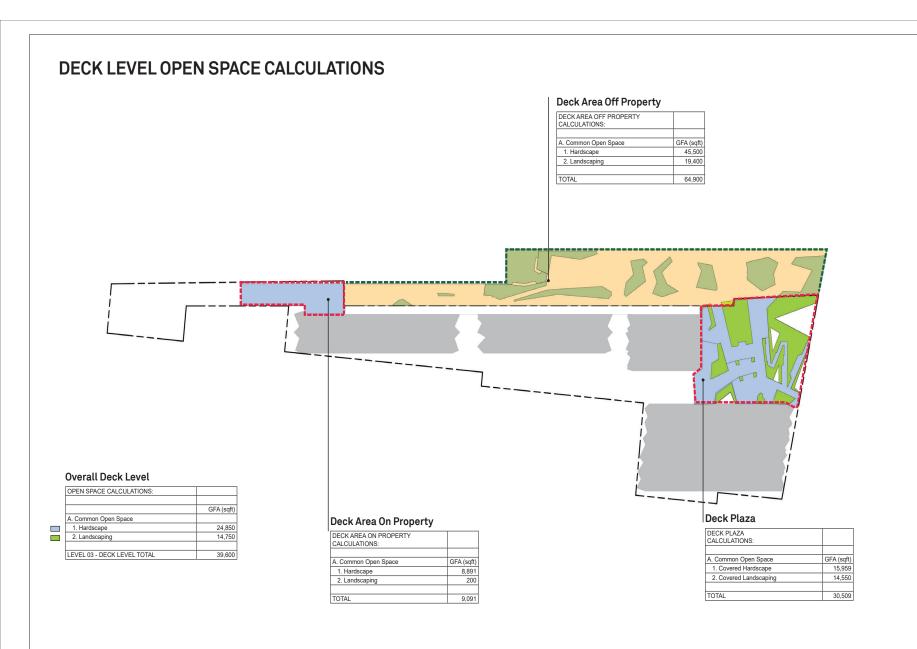




OWNER	CLIENT / APPLICANT		
RANCHO COLD STORAGE, INC.	ZACHARY VELLA I RCS VE LLC 36 MELROSE PLACE LOS ANGELES, CALIFORNIA 90009 T+1212 606 2500		
670 MESQUIT STREET LOS ANGELES, CALIFORNIA 90021 T+1 213 624 8801			
CLIENT REPRESENTATIVE	CLENT		
GARDINER THEODALD	LONDON & REGIONAL PROPERTIE		
767 S ALAMEDA STREET, SUITE #060 LOS ANGELES, CALIFORNIA 90621 T+1 210 598 1994	SS BAKER ST LONDON, UK WYU SEW T +64 (9)29 7562 9000		
ARCHITECT	LANDSCAPE ARCHITECT		
BUARKE INSELS GROUP	STUDIO NLA		
45 MAIN STREET, SUITE 900 BROOKLYN, NY 11301, USA T +1 347 549 4141	251 SOUTH MISSION ROAD LOS ANGELES, CA 90033 T +1 213 384 3844		
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS		
THORNTON TOMASETTI	ARUP & PARTNERS SI 900 WILSHIRE ELVD, 19TH FLOOR LOS ANGELES, CA 90047 T+1 210 STB 4600		
AGN CENTER, 707 WILSHIRE BLVD 64458 LOS ANGELES, CA 90017 T+1 213 238 7000			
OVILENGINEER	TRAFFIC		
KPFF CONSULTING ENGINEERS	FEHR & PEERS		
700 S FLOWER ST, 62100 LOS ANGELES, CALIFORNIA 90017 T+1 213 418 6291	600 WILSHIRE DLVD, SUITE 1050 LOS ANGELES, CALIFORNIA 90017 T +1 213 201 3050		
CODE CONSULTANT	PARKING		
WOOEN FIRE	WATRY DESIGN, INC.		
SSS W STN ST, 3STN FLOOR LOS ANGELES, CALIFORNIA 98813 T+1 714 238 2181	2000 GATEWAY PLACE, SUITE 55 SAN JOSE, CALIFORNIA 95110 T+1 823 917 PARK		
SUSTAINABILITY	SHORING		
ATELIER 10	LADIO FUNK		
25 KEARRY ST., SUITE 500 SAN FRANCISCO, CALIFORNIA 94100 T +1 415 251 2100	319 MAIN ST EL SEGUNDO, CALIFORNIA 98365 T +1 213 239 9780		

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OWNER	CLIENT / APPLICANT		
RANCHO COLD STORAGE, INC.	ZACHARY VELLA / RCS VE LLC		
670 MESQUIT STREET	36 WELROSE PLACE		
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90009		
T+1213 624 8861	T +1 212 686 2580		
CLIENT REPRESENTATIVE	CLENT		
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES		
767 S ALAMEDA STREET, SUITE #360	SS BAKER ST		
LOS ANGELES, CALIFORNIA 90021	LONDON, UK WYJ SEW		
T +1 210 598 1944	T +44 (0)20 T563 9000		
ARCHITECT	LANDSCAPE ARCHITECT		
BUARKE INGELS GROUP	STUDIO NLA		
45 MAIN STREET, SUITE 900	251 SOUTH MISSION ROAD		
BROOKLYN, NY 11301, USA	LOS ANGELES, CA 90033		
T +1 367 549 4141	T +1 213 384 3844		
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS		
THORNTON TOMASETTI	ARUP & PARTNERS		
AON CENTER, 707 WILSHIRE BLVD #H450	900 WILSHIRE BLVD, 19TH FLOOR		
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017		
T +1 213 330 7000	T+1 210 S70 4400		
OVIL ENGINEER	TRAFFIC		
KPFF CONSULTING ENGINEERS	FEHR & PEERS		
700 S FLOWER ST, 49100	600 WILSHIRE BLVD, SUITE 1050		
LOS ANGELES, CALIFORNIA 98817	LOS ANGELES, CALIFORNIA 9001		
T +1 213 418 6291	T +1 213 361 3050		
CODE CONSULTANT	PARKING		
WCDEN FIRE	WATRY DESIGN, INC.		
SSS W STN ST, 15TN FLOOR	2000 GATEWAY PLACE, SUITE 550		
LOS ANGELES, CALIFORNIA 98813	SAN JOSE, CALIFORNIA 95110		
T +1 714 338 2181	T +1 822 917 PARK		
SUSTAINABILITY	SHORING		
ATELIER 10	LADIS FUNK		
25 KEARNY ST, SUITE SOO	219 MAIN ST		
SAN FRANCISCO, CALIFORNIA 94108	EL SEGUNDO, CALIFORNIA 98365		
T+1 415 351 2100	T+12132299700		

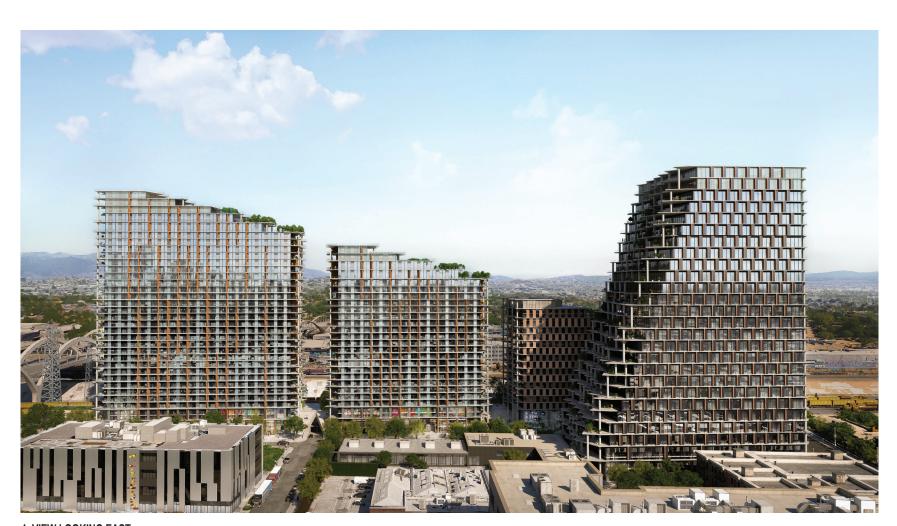
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# EXHIBIT B Renderings

CPC-2017-247-GPAJ-VZCJ-HD-SN-SPPE-MCUP-CU2-ZV-PR
December 12, 2024





670 MESQUIT 670 MESQUIT STREET LOS ANGELES, CA 20121

OWNER	CLENT / APPLICANT		
RANCHO COLO STORAGE, INC.	ZACHARY WELLA / ROS WE LLC		
670 MESOUT STREET	35 MELROSE PLACE		
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90009		
T+12/3/624 8861	T +1 212 686 2500		
CLIENT REPRESENTATIVE	CLENT		
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES		
767 S ALAMEDA STREET, SUITE #260	SS BAKER ST		
LOS ANGELES, CALIFORNIA 90021	LONDON, UK WILLBOW		
T +1 310 598 1944	T =44 (0)20 7563 9000		
ARCHITECT	LANDSCAPE ARCHITECT		
BLARKE NGELS GROUP	STUDIO NLA		
45 NAVA STREET, SUITE 900	251 SOUTH MISSION ROAD		
BROOKLYN, NY 11201, USA	LOS ANGELES, CA 90033		
T =1 387 589 4141	T =1 213 384 3844		
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS/FACA		
THORNTON TOMASETTI	ARLP & PARTNERS		
ACM CENTER 707 WESHIRE BLVD #460	900 WESHRE BLIG. 1974 FLOOR		
LOS ANGELES CA 90017	LOS ANGELES, CA 90017		
T +1 213 330 7900	T +1 310 578 4400		
CIVL ENGINEER	TRAFFIC		
KFFF CONSULTING ENGINEERS	FENR & PEERS		
700 S FLOWER ST. #2100	600 WLSHRE BLIG. SUITE 1050		
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017		
T +1 213 418 0201	T =1 213 261 3050		
CODE CONSULTANT	PARKING		
WCCCN FIRE	WATRY DESIGN, INC.		
555 W 5TH ST. 25TH FLOOR	2009 GATEWAY PLACE, SUITE 550		
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110 T = 1 833 917 PARK		
T =1 714 330 2181			
SUSTANABLITY	SHORING		
ATELIER 10	LAGIS FUNK		
25 KEWRY ST, SUITE SEE	219 MAIN ST		
SAN FRANCISCO, CALIFORNIA 94108	EL SEGUNDO, CALIFORNIA 90345		

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RENDERING 1

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1. VIEW LOOKING EAST







670 MESQUIT
670 MESQUIT STREET
LOS ANGELES, CA 20121

OWER	CLIENT / APPLICANT		
RANCHO COLO STORAGE, INC.	ZACHARY WELLA I RCS WELLC		
670 MESQUIT STREET LOS ANGELES, CALIFORNIA 80021 T+1 210 63N 8861	36 MELROSE PLACE LOS ANGELES, CALIFORNIA 20080 T =1 212 686 2500		
CLIENT REPRESENTATIVE	CLENT		
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES		
TET S ALAMEDA STREET, SUITE 4050 LOS ANGELES, CALIFORNIA 50021 T +1 310 588 1944	55 BAKER ST LONDON, UK WILL BEW T +44 (\$22 7563 8000		
ARCHITECT B. MONT INSELS GROUP	LANDSCAPE ARCHITECT		
4558ANSTREET, SUITE 900 BROOKLYN, NY 11001, USA T =1 347 549-4141	251 SOUTH MISSION/ROAD LOS ANGELES, CA 90033 T +1 213 394 3944		
STRUCTURAL ENGINEER THORNTON TOWASETTI	MEP ENGINEER / VT / LOGISTICS FA ARLP & PARTNERS		
ACM CENTER, 707 MLSHRE BLVD #460 LOS ANGELES, CA 90017 T =1 213 200 7000	900 WLSHRE BLID, 197H FLOOR LOS ANGELES, CA 90017 T =1 310 578 4400		
CIVIL ENGINEER	TRAFFIC		
KIFF CONSULTING ENGINEERS	FENR & PEERS		
700 S FLOWER ST, #2100 LOS ANGELES, CALIFORNIA 90017 T =1 213 410 0201	600 WLSHRE BLID, SUITE 1050 LOS ANGELES, CALIFORNIA 90517 T =1 213 261 3050		
CODE CONSULTANT	PRINCIPAL		
NOOEN FIRE	WATRY DESIGN, INC.		
SSEW STHIST, 36TH FLOOR LOS ANGELES, CALIFORNIA 90013 T +1 714 330 2181	2009 GATEWAY PLACE, SUITE 500 SAN JOSE, CALIFORNIA 95/10 T =1 833 917 PARK		
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ATELIER 10	LAGIS FUNK		
25 KEARNY ST, SUITE SID SAN FRANCISCO, CALIFORNIA 94108	219 MAN ST EL SEGUNDO, CALIFORNIA 90345		

11/23/2017	ENTITI EMENT SUBMITTAL #1
02/03/2017	ENTITLEMENT SUBMITTAL #2
02/24/2017	ENTITLEMENT SUBMITTAL #3
12/06/2019	ENTITLEMENT SUBMITTAL #4
11/11/2022	ENTITLEMENT SUBMITTAL #5
03/22/2024	ENTITLEMENT SUBMITTAL #6

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OWNER	CLIENT / APPLICANT		
RANCHO COLO STORAGE, INC.	ZACHARY WELLA / ROS WE LLC		
STUMESOUT STREET	36 MSLROSS PLACE		
LOS ANGELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90089 T =1 212 686 2500		
T+12/3/624 8861			
CLIENT REPRESENTATIVE	CLENT		
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES		
767 S ALAMEDA STREET, SUITE 6050	SS BAKER ST		
LOS ANGELES, CALIFORNIA 90021	LONDON, UK WILLSEW		
T =1 310 556 1944	T +44 (0)20 7563 9000		
ARCHITECT	LANDSCAPE ARCHITECT		
BJARKE INGELS GROUP	STUDIO MLA		
45 NAVIN STREET, SUITE 900	251 SOUTH MISSION ROAD		
BROOKLYN, NY 1901, USA	LOS ANGELES, CA 90033		
T =1 347 549 4141	T +1 213 384 3844		
STRUCTURAL ENGINEER	MEP ENGINEER / VT / LOGISTICS FACA		
THORNTON TOMASETTI	ARUP & PARTNERS		
ACM CENTER 707 HILSHIRE BLVD #460	900 WILDHRE BLIG. 197H FLOOR		
LOS ANGELES, CA 90017	LOS ANGELES, CA 90017		
T =1 213 330 7500	T =1 310 578 4400		
CIVIL ENGINEER	TRAFFIC		
KFFF CONSULTING ENGINEERS	FIDER & PEERS		
700 S FLOWER ST, #2100	600 WILDHRE BLID, SUITE 1050		
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017		
T =1 213 418 0201	T +1 213 261 3050		
CODE CONSULTANT	PRINCING		
NOOEN FIRE	WATRY DESIGN, INC.		
555 W 57H 57, 357H FLOOR	2009 GATEWAY PLACE, SUITE 500		
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 95110		
T =1 714 330 2181	T =1 833 917 PARK		
SUSTANABILITY	SHORING		
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06/20/20/9 ENTILEMENT SIBINITIA 47

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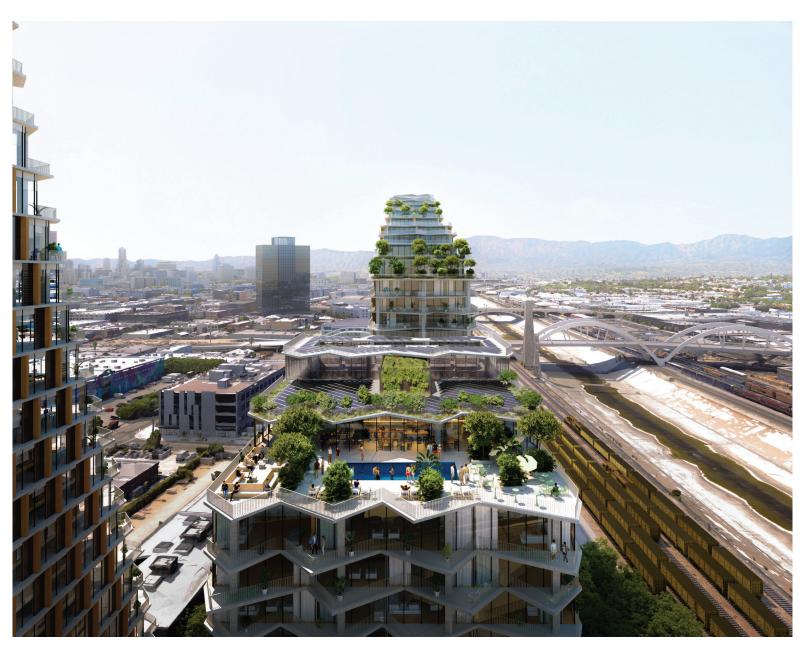
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RANCHO COLO STORAGE, INC.	ZACHARY VELLA / RCS VE LLC		
STEMESQUIT STREET	36 MELROSE PLACE		
LOS ANSELES, CALIFORNIA 90021	LOS ANGELES, CALIFORNIA 90069		
T+1:2/O 60H 8861	T =1 212 686 2000		
CLIENT REPRESENTATIVE	CLENT		
GARDINER THEODALD	LONDON & REGIONAL PROPERTIES		
TOT S ALAMIDA STREET, SUITE 4250	SS SANGER ST		
LOS ANGELES, CALIFORNIA 20021	LONDON, UK WITU SEW		
T +1 210 586 1944	T +44 (Q22 7563 5000		
ARCHTECT	LANDSCAPE ARCHITECT		
BLARKE INGELS GROUP	STUDIO NEA		
45 MAIN, STREET, SUITE 900 BROOKIN, NY 1904, USA T-1 NY 258-445 STRUCTURAL ENGINEER THORNTON TOMASETTI ACIN CENTER, TOT MESHIRE BLVD 44453 LOS ANGELES, CA 5001 T-1 127 320 7000	251 SOUTH MISSION/ROAD LOS ANGELES, CA 98033 T =1 213 384 3844		
	MEP ENGINEER/VT / LOGISTICS/FAC ARLP & PARTNERS SOUWLSHIRE BLID, 197H FLOOR LOS ANGELES, CA 9001T T = 1 313 518 4400		
			CIVIL ENGINEER
KRFF CONSULTING ENGINEERS	FIDIR & PEERS		
700 S FLOWER ST, #2100	600 WILSHIRE BLIQ, SLITE 1050		
LOS ANGELES, CALIFORNIA 90017	LOS ANGELES, CALIFORNIA 90017		
T =1 213 418 9201	T +1 213 201 3050		
CODE CONSULTANT	PRINCING		
WOODN FIRE	WATRY DESIGN, INC.		
SSS W STH ST, 35TH FLOOR	2009 GATEMAY PLACE, SUITE 500		
LOS ANGELES, CALIFORNIA 90013	SAN JOSE, CALIFORNIA 20110		
T +1 714 330 2101	T =1 833 STI PARK		
SUSTAINABILITY	SHORING		
ATELER 10	LABO FUNK		

01/23/2017	ENTITLEMENT SUBMITTAL #1
02/03/2017	ENTITLEMENT SUBMITTAL #2
02/24/2017	ENTITLEMENT SUBMITTAL #3
12/06/2019	ENTITLEMENT SUBMITTAL #4
11/11/2022	ENTITLEMENT SUBMITTAL #5
03/22/2024	ENTITLEMENT SUBMITTAL #6

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RENDERING 6

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# EXHIBIT C 670 Mesquit Sign District

CPC-2017-247-GPAJ-VZCJ-HD-SN-SPPE-MCUP-CU2-ZV-PR December 12, 2024

An ordinance establishing the Mesquit Sign District pursuant to the provisions of Section 13.11 of the Los Angeles Municipal Code (Code).

WHEREAS, the Framework Element encourages the establishment of a strong pedestrian orientation within regional centers, so that these districts and centers can serve as a focus of activity and investment for the surrounding community;

**WHEREAS**, the 670 Mesquit Project site is designated for Regional Commercial land uses and is located within the Central City North Community Plan area, which calls for conserving and strengthening viable commercial development and the economic base in the community;

**WHEREAS**, the 670 Mesquit Project will be a mixed-use infill development incorporating creative office, commercial, hospitality, educational, and residential uses with amenities for Downtown residents and visitors from through the City, in an area transitioning from low-rise industrial uses to mixed uses:

WHEREAS, the project will redevelop industrial and storage uses with high-jobs-producing land uses that will increase economic activity in the Arts District and the City, and a comprehensive signage program will facilitate the success of the project by ensuring the economic vitality of the project tenants, thereby contributing to the City's economic base;

**WHEREAS**, a clear and consistent set of regulations established by this Sign District would provide a level of certainty for future signage for the site, providing signage compatible with the surrounding community character by only permitting on-site signage and limiting digital displays;

**WHEREAS**, the Sign District will foster a vibrant urban environment with a unified aesthetic and sense of identity, by setting standards for uniform signage design, providing well-planned placement, design and architectural integration of signage with consideration for surrounding uses and architectural design, and improving pedestrian and traffic safety by directing functional wayfinding and building identification throughout the site; and

**WHEREAS,** a Sign District implementing a comprehensive signage program will complement the Ribbon of Light Bridge and proposed PARC Improvements, highlight the presence of and connectivity to the Los Angeles River, help to establish the Ribbon of Light Bridge and 7<sup>th</sup> Street Bridge as a gateway from the eastern side of the river to the Arts District, and building on the artistic character of the neighborhood.

## NOW, THEREFORE, THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

### SECTION 1. ESTABLISHMENT OF THE MESQUIT SIGN DISTRICT.

The City Council hereby establishes the Mesquit Sign District (Sign District), which shall be applicable to that area of the City shown within the heavy line on Map 1 - Sign District Boundary Map, comprising approximately 5.5 acres of land generally bounded by 6th Street to the north, railway property to the east, 7<sup>th</sup> Street to the south, the east and west sides of Mesquit Street for approximately 300 feet north of 7<sup>th</sup> Street, and Mesquit Street to the east from that point north to 6<sup>th</sup> Street.

## MAP 1. SIGN DISTRICT BOUNDARY MAP

## [NOTE: PLACEHOLDER BELOW, MAP TO BE UPDATED, AND WILL ALSO SHOW BOUNDARY TO INCLUDE AIRSPACE AREA FOR THE DECK EXTENSION]



### **SECTION 2. PURPOSE.**

The Sign District is intended to:

- **A.** Support and enhance the land uses and urban design objectives of the Central City North Community Plan;
- **B.** Create a unique and recognizable identity utilizing signage elements, to draw visitors to the area to benefit the local economy and reduce lingering blight by standardizing signage in the Sign District area;
- **C.** Permit a variety of signage elements to allow for creativity and flexibility in design over time;
- **D.** Ensure that new signs are responsive to and integrated with the aesthetic character of the structures on which they are located;
- **E.** Reduce potential adverse impacts by concentrating signage, and setting standards for signage amounts, size, illumination, and sign motion/animation; and

**F.** Coordinate the location, type, and display of signs so as to enhance the pedestrian realm, minimize potential traffic hazards, protect public safety, and maintain compatibility with surrounding uses.

### SECTION 3. APPLICATION OF SUPPLEMENTAL USE DISTRICT REGULATIONS.

- A. This ordinance regulates signs within the Sign District. The regulations of this Ordinance are in addition to those set forth in the Planning and Zoning provisions of the Los Angeles Municipal Code (Code) existing as of the effective date of this ordinance. These regulations do not convey any rights not otherwise granted under the provisions and procedures contained in the Code or other relevant ordinances, except as specifically provided for in this Ordinance.
- **B.** Wherever this Ordinance contains provisions that establish regulations that are different from, more restrictive than, or more permissive than the Code, this Ordinance shall prevail.

### **SECTION 4. DEFINITIONS.**

Whenever the following terms are used in this Ordinance, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and Article 4.4 of the Code existing as of the effective date of this ordinance.

**Can / Cabinet Sign.** An opaque or clear sign with illuminated or nonilluminated text, logos or symbols placed on, behind or extruded through the plastic face of an enclosed cabinet attached to the face of the building.

**Captive Balloon Sign.** Any object inflated with hot air or lighter-than-air gas that is tethered to the ground or a structure.

**Digital Display.** A sign face, building face, and/or any building or structural component that displays still images, scrolling images, moving images, or flashing images, including video and animation through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that is either independent of or attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely through electronic means.

**Off-Site Sign.** A sign that displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution or any other commercial message, which is generally conducted, sold, manufactured, produced, or offered or occurs elsewhere than within the boundaries of the Sign District.

On-Site Sign. A sign that is other than an Off-Site Sign.

**Pillar Sign.** A freestanding sign that is mounted directly on the ground, consisting of rectangular sign faces or a sculptural themed shape, with a horizontal dimension that does not exceed the length of the vertical dimension.

**Tenant Frontage.** The linear length of building frontage of a tenant space, hotel, or lobby or entrance that serves a residential use; along a public street or right-of-way, driveway, or pedestrian walkway or plaza. Tenant frontage length shall be calculated separately for each building story.

**Wall Sign.** Any sign attached to, painted on or erected against the wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the plane of the wall.

### **SECTION 5. PROCEDURAL REQUIREMENTS.**

- **A. Building Permits.** The Los Angeles Department of Building and Safety (LADBS) shall not issue a permit for a sign, a sign structure, sign illumination, or alteration of an existing sign within the Sign District unless the sign complies with: (1) the requirements of this Ordinance as determined by the Director of Planning (Director); and (2) applicable requirements of the Code.
- **B. Director Sign-Off Required.** LADBS may issue a permit for the following types of signs with only a ministerial Director sign-off on the permit application after determining the sign complies with all the applicable requirements of this Ordinance and Appendix A, Conceptual Sign Plan. The Director's approval shall be indicated by stamping the permit plans.
  - **1.** Digital Displays in compliance with the locations shown in Appendix A, Conceptual Sign Plan
  - 2. Pillar Signs
  - 3. Wall Signs

The Director shall sign off on the permit application if the sign complies with all of the applicable requirements of this Ordinance and Appendix A and the applicable requirements of the Code. The Director's approval shall be indicated by stamping and dating the permit plans.

- **C. Exempt Signs, Murals, and Art Installations.** LADBS permit applications for the following sign types, Original Art Murals, and Public Art Installations, shall be subject to LADBS review and approval, and/or Department of Cultural Affairs review and approval, based on the applicable requirements of this Ordinance and the Code, but are exempt from Director's review and do not require a Director's permit signoff:
  - 1. Information Signs
  - 2. Monument Signs
  - 3. Projecting Signs
  - 4. Window Signs
  - 5. Marquee Signs
  - 6. Temporary Signs
  - 7. Awning Signs
  - **8.** Original Art Murals
  - 9. Public Art Installations

- **D. Project Compliance**. LADBS shall not issue a permit for the following signs unless the Director has issued a Project Compliance approval, pursuant to the procedures set forth in Division 13B.4.2 of the Code, and standards set forth in Section 7.A of this Ordinance:
  - **1.** Digital Displays which deviate from the locations shown in Appendix A, Conceptual Sign Plan
- **E.** Requests for Deviations from or Interpretations of Regulations. The procedures for adjustments, exceptions, and interpretations to this Ordinance shall follow the procedures set forth in Division 13B.4 of the Code. The procedures for modifications of entitlement shall follow the procedures set forth in Section 13.B.5.4 of the Code. The procedures for amendments of this Ordinance shall follow the procedures set forth in Section 13.B.1.2 of the Code.

### **SECTION 6. GENERAL REQUIREMENTS.**

- A. General Requirements of Code. Unless specified in this Ordinance to the contrary, the general sign requirements set forth in the Code as of the effective date of this ordinance shall apply to this Sign District for permits, plans, design and construction, material, street address numbers, identification, maintenance, prohibited locations and sign illumination. Notwithstanding the foregoing, any combined area restrictions in Article 4.4, including, but not limited to, Code Sections 14.4.8.A.2 (Monument Signs), 14.4.9.B.2 (Projecting Signs), 14.4.10.A.4 (Wall Signs), 14.4.10.A.5 (Wall Signs), 14.4.13.B.3 (Roof Signs), 14.4.13.B.4 (Roof Signs), 14.4.14.B (Window Signs), and 14.4.16.B.2 (Temporary Signs), shall not apply to signs within the Sign District. A building permit shall be obtained from LADBS in accordance with the applicable provisions of the Code for all signs, sign structures, and/or alterations to existing signs, other than changes to or replacement of sign face copy.
- **B.** Permitted Signs. Except as otherwise prohibited in Section 6.C (Prohibited Signs), below, and notwithstanding Section 14.4.4 B of the Code, all signs described and regulated in Section 7 (Standards for Specific Types of Signs) of this Ordinance and all signs otherwise permitted by the Code shall be permitted within the Sign District.
- **C. Prohibited Signs.** The following signs shall be prohibited:
  - 1. Can / Cabinet Signs
  - 2. Captive Balloon Signs
  - 3. Illuminated Architectural Canopy Signs
  - 4. Inflatable Devices
  - 5. Off-Site Signs
  - 6. Pole Signs
  - 7. Supergraphic Signs
  - 8. Roof Signs
  - **9.** Any sign not specifically authorized by this ordinance or by the Code

- D. General Sign Area and Location Requirements. The sign area and location of signage is subject to the standards identified in Sections 6 (General Requirements) and Section 7 (Standards for Specific Types of Signs) of this Ordinance, Code Section 14.4.4 C (Prohibited Locations). In addition, no sign shall be placed over the exterior surface of any opening of a building, including its windows, doors, and vents, unless the Los Angeles Fire Department (LAFD) determines, in writing, that the sign would not create a hazardous condition.
- **E. Illumination**. Except for Temporary Signs (which may not be illuminated), all signs may be illuminated by either internal or external means. The illumination regulations set forth in the Code, including but not limited to Section 93.0117, shall apply. Methods of signage illumination may include, but are not limited to: electric lamps, such as neon tubes; fiber optics; incandescent lamps; LED; LCD; cathode ray tubes exposed directly to view; shielded spot lights and wall wash fixtures. In addition, signage shall be subject to the following regulations:
  - 1. Lighting onto Residential Units and Commercial Buildings. All illuminated signs shall be designed, located or screened so as to minimize to the greatest reasonable extent possible direct light sources onto any exterior wall of a residential unit and into the window of any commercial building. If signs are to be externally lit, the source of the external illumination shall be shielded from public view.
  - 2. **Sign Illumination Limitations.** No sign shall be arranged and illuminated in a manner that will produce a light intensity of greater than three-foot candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.
  - **3. Reflective Materials.** Signs shall not use highly reflective materials such as mirrored glass.
  - **4. Green Code.** All light sources, including illuminated signage, shall comply with CALGreen (Part 11 of Title 24, California Code of Regulations) and the Green Code of the City of Los Angeles.

### 5. Digital Display Illumination Standards.

- a. Digital Displays shall have a nighttime luminance no greater than 300 candelas per square meter (cd/m2) and a daytime brightness, from sunrise to sunset, no greater than 5,000 candelas. Digital Displays shall transition smoothly at a consistent rate from their daytime luminance to their maximum permitted nighttime luminance levels, beginning 45 minutes prior to sunset and concluding 45 minutes after sunset. After sunrise, signs will transition smoothly from the applicable nighttime maximum luminance for 45 minutes, up to their daytime luminance.
- b. Each Digital Display shall be fully dimmable and shall be controlled by a programmable timer and photocell to adjust the sign luminance according to the time of day and applicable lighting standards.
- c. All light emitting diodes used within a Digital Display shall have a maximum horizontal beam spread of 170 degrees and maximum vertical beam spread of 160 degrees.

### 6. Pillar Sign Illumination Standards.

- a. Any digital elements included on a Pillar Sign shall have a nighttime luminance no greater than 150 cd/m2 and a daytime brightness, from sunrise to sunset, no greater than 3,500 cd/m2. The digital elements shall transition smoothly at a consistent rate from their daytime luminance to their maximum permitted nighttime luminance levels, beginning 45 minutes prior to sunset and concluding 45 minutes after sunset. After sunrise, signs will transition smoothly from the applicable nighttime maximum luminance for 45 minutes, up to their daytime luminance.
- b. Each digital element on a Pillar Sign shall be fully dimmable and shall be controlled by a programmable timer and photocell to adjust the sign luminance according to the time of day and applicable lighting standards.
- F. Illumination Testing Protocol for Digital Displays. Prior to the operation of any Digital Display, the applicant shall conduct testing to indicate compliance with the illumination regulations of this Ordinance, and provide a copy of the results, along with a certification from an LADBS approved testing agency, to the Director and to LADBS stating that the testing results demonstrate compliance with the requirements of this Ordinance. The testing shall be at the applicant's expense and shall be conducted as follows:
  - 1. Testing. In order to determine whether the illumination complies with Section 14.4 of the Code and the requirements of this Ordinance, a representative testing site shall be established on or next to those light sensitive receptors, as defined by the City's CEQA Guidelines, outside of the Sign District area, which have the greatest exposure to signage lighting on each of the four facades of the Project. A light meter mounted to a tripod at eye level, facing the Project buildings, shall be calibrated and measurements taken to determine ambient light levels with the sign on. An opaque object shall be used to block out the view of the sign and the building from the light meter at a distance of at least four feet away from the tripod. A reading shall then be taken to determine the ambient light levels with the sign off. The difference between the two measurements shall be the amount of light the sign casts onto the sensitive receptor. Alternatively, the applicant may measure light levels by using the same tripod and same light meter, but by turning the signage on and off.
  - 2. **Metering.** The illumination and intensity levels of all Digital Displays shall also be metered from a minimum of four perspectives (i.e., a perspective metering each facade) using the Candela as unit of measurement and shall indicate conformance with the standards of this Ordinance.
  - 3. Re-testing. In addition, if as a result of a complaint or otherwise, LADBS may undertake a preliminary investigation and determine if it has cause to believe the Project's signage lighting is not in compliance with this Ordinance, the Code, or other applicable laws. LADBS may request, at the expense of the applicant or its successor, that the testing protocol outlined in this section be implemented to determine compliance. If the testing reveals that the signage is not in compliance with this Ordinance, the applicant or its successor shall immediately adjust the signage illumination to bring it into compliance and shall be subject to all of the enforcement provisions of the Code including administrative citations for continuing daily violations.

- **G. Refresh Rates.** The Refresh Rate is the rate at which a Digital Display may change content. The Refresh Rates are as follows and shall apply to Digital Displays and Digital Display elements of Pillar Signs as set forth in Section 7.
  - Controlled Refresh Rate. The Controlled Refresh Rate shall be no more frequent than one refresh event every eight seconds, with an instant transition between images. The sign image must remain static between refreshes.
  - 2. Non-Controlled Refresh Rate. The Non-Controlled Refresh shall permit images, videos, animation, parts and/or illumination that flash, change, move, stream, scroll, blink or otherwise incorporate motion to change at an unrestricted rate.
  - **3. Vehicular Safety Features.** Digital Displays which use a Non-Controlled Refresh Rate and are visible from any public street shall incorporate the following measures:
    - a. Digital Displays shall not incorporate driver interaction features.
    - b. Digital Displays shall not use colors or images that replicate or could be confused with traffic safety signage.
    - c. Digital Displays shall not use stroboscopic or flashing images.
    - d. Digital Displays shall use dissolves for transitions between static and animated content.
- **H. Visual Maintenance.** All signs shall be maintained to meet the following criteria at all times:
  - 1. The building and ground area around the signs shall be properly maintained. All unused mounting structures, hardware, and wall perforation from any abandoned sign shall be removed and building surfaces shall be restored to their original condition.
  - 2. All sign copy shall be properly maintained and kept free from damage and other unsightly conditions, including graffiti.
  - 3. All sign structures shall be kept in good repair and maintained in a safe and sound condition and in conformance with all applicable codes.
  - **4.** Razor wire, barbed wire, concertina wire, or other barriers preventing unauthorized access to any sign, if any, shall be hidden from public view.
  - **5.** No access platform, ladder, or other service appurtenance, visible from the sidewalk, street, or public right-of-way, shall be installed or attached to any sign structure.
  - 6. Signs that are no longer serving the current tenants, including support structures, shall be removed and the building facades originally covered by the signs shall be repaired/resurfaced with materials and colors that are compatible with the facades.
- **I. Alterations, Repairs or Rehabilitation.** Any alteration, repair or maintenance work on a legally permitted sign or sign structure shall be governed by the Code.
- **J. Material**s. The materials, construction, application, location and installation of any sign shall be in conformance with the Los Angeles Building Code and the Los Angeles Fire Code.

K. New Technologies. The Director may permit the use of any technology or material that did not exist as of the effective date of this ordinance, provided that the material is approved by LADBS, utilizing the Director's Interpretation procedure outlined in Division 13B.4 of the Code, if the Director finds that such technology or material is consistent with the regulations described herein.

### SECTION 7. STANDARDS FOR SPECIFIC TYPES OF SIGNS.

### A. Digital Displays.

- 1. **Sign Area.** The maximum Digital Display sign area for DD.01, as shown on Appendix A, Conceptual Sign Plan, shall not exceed 1,128 square feet, and the maximum Digital Display sign area for DD.02, as shown on Appendix A, Conceptual Sign Plan, shall not exceed 5,329 square feet. Digital Displays may be divided provided the total sign area shall not exceed the maximum for each sign.
- **2. Height.** The top of Digital Displays shall not extend above building levels shown in Appendix A, Conceptual Sign Plan.
- **3. Location.** Digital Displays shall be in conformance with the locations shown in Appendix A, Conceptual Sign Plan. Any deviation from the location will require a Project Compliance review.

### 4. Design.

- a. Digital Displays shall be in substantial conformance with the design guidelines identified in Appendix A, Conceptual Sign Plan.
- b. Digital Displays shall use grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology to be developed in the future, but may not include strobe lights, flashing lights, revolving beacon, or any other technology that interferes with traffic safety or visibility or is prohibited by applicable state or federal law.
- c. Digital Displays shall be integrated into the architectural design of the building and shall align with major building elements such as window banding or vertical changes in material or texture.
- 5. Illumination. Digital Displays shall be subject to the applicable illumination standards of Section 6.E (Illumination) of this Ordinance. The applicant shall submit a signage illumination plan to the Director as part of the Director Sign-off or Project Compliance Review procedures for Digital Displays set forth in Section 5 above. The signage illumination plan shall be prepared by a lighting design expert, and those portions of the plan setting forth the wattage draw must be certified and stamped by an electrical engineer certified by the State of California. The plan shall include specifications for all illumination, including maximum luminance levels, and shall provide for the review and monitoring of the displays in order to ensure compliance with the regulations of this ordinance.
- **6. Refresh Rates.** Digital Displays shall be subject to the Controlled Refresh Rate.

- **7. Hours of Operation**. Digital Displays shall only be permitted to operate between the hours of 7:00 am to 11:00 pm.
- 8. Operation. No Digital Display shall be made operative until a Certificate of Occupancy has been issued for the building on which the Digital Display is located. The Digital Display facing east (DD.01 or .02) shall not be made operative until the approximately 64,900 square-foot Optional Deck Concept is developed and open to the public, in accordance with conditions of approval of associated entitlement case CPC-2017-247-GPAJ-VZCJ-HD-SN-SPPE-MCUP-CU2-ZV-PR, including requirements for the landscaping of the deck and the screening of the sign with trees from the 6<sup>th</sup> Street Bridge and the Los Angeles River.

### B. Pillar Signs.

- 1. **Sign Area.** Pillar Signs shall not exceed 56 square feet per face. If Digital Display elements are used, each shall not exceed 24 square feet per face.
- **2. Height**. Pillar Signs shall not exceed 10 feet in height to the top of the sign above grade or finished floor level.
- **3. Location.** Pillar Signs shall be limited to a total of sixteen signs as shown in Appendix A, Conceptual Sign Plan. There shall be no limitation on the location of a Pillar Sign relative to any another sign, except that the location of the Pillar Sign shall not interfere or present a hazard to pedestrian or vehicular traffic and shall not be placed within a 25-foot visibility triangle at corners or driveways.
- **4. Design.** Pillar Signs shall be in substantial conformance with the design guidelines identified in Appendix A, Conceptual Sign Plan.
- **5. Illumination.** Pillar Signs shall be non-illuminated or internally illuminated. Digital Display elements of Pillar Signs shall be subject to the applicable illumination standards of Section 6.E.5 (Pillar Sign Illumination Standards) of this Ordinance.
- **6. Refresh Rate.** For Pillar Signs with any Digital Display element, the Digital Display element shall be subject to the Non-Controlled Refresh Rate.
- 7. **Hours of Operation.** For Pillar Signs with any Digital Display element, the Digital Display element shall only be permitted to operate between the hours of 7:00 am to 12:00 am.
- **C. Wall Signs.** Wall Signs are designated into two types: Tenant Wall Signs and Tall Building Wall Signs. Wall Signs are prohibited outside of the height and location limitations identified for the two Wall Sign types.
  - 1. **Tenant Wall Signs.** Tenant Wall Signs generally identify ground-floor tenants or buildings, and may include identification for commercial businesses, hotels, and residential lobbies, subject to the following criteria:
    - a. **Sign Area.** Each Tenant Wall Sign shall not exceed 2.5 square feet of sign area per linear foot of tenant frontage.

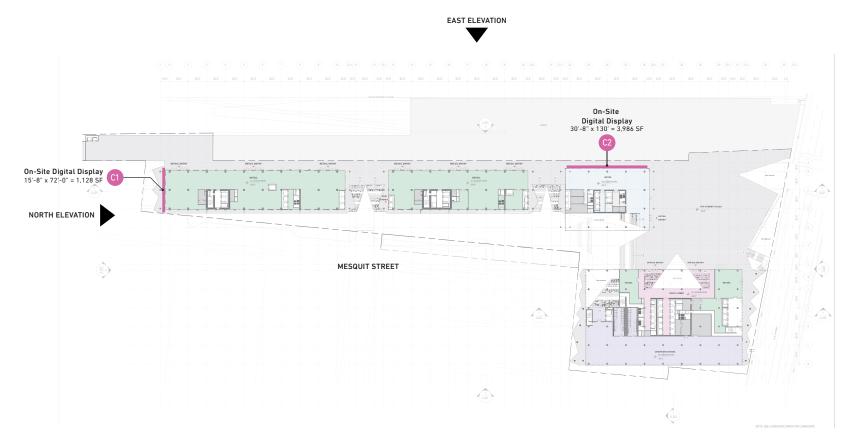
- b. **Number of Signs.** Each tenant shall be limited to a maximum of one Tenant Wall Sign per building frontage, and not to exceed three Tenant Wall Signs per tenant with multiple building frontage
- c. **Height and Location.** Tenant Wall Signs are only permitted at the ground-floor building level or within 45 feet in height from the adjacent grade.
- d. **Design.** Tenant Wall Signs shall be in substantial conformance with the design guidelines identified in Appendix A, Conceptual Sign Plan.
- **2. Tall Building Wall Signs.** Buildings at least 120 feet in building height may have Tall Building Wall Signs that identify the building, subject to the following criteria:
  - a. **Sign Area.** A Tall Building Wall Sign may not occupy more than 50 percent of the area in which the sign may be located on a single building face or 800 square feet, whichever is less, except that a maximum of two Tall Building Wall Signs may measure up to 1,700 square feet in area within the Sign District.
  - b. **Number of Signs**. A building may have no more than two Tall Building Wall Signs on any two sides of the building.
  - c. Height and Location. On a flat topped building, Tall Building Wall Signs must be located between the top of the windows on the topmost floor and the top of the roof parapet or within an area 26 feet below the top of the roof parapet. On buildings with stepped or otherwise articulated tops, Tall Building Wall Signs may be located within an area 26 feet below the top of the building or within an area 26 feet below the top of the building below the stepped or articulated top. Tall Building Wall Signs must be located on a wall and may not be located on a roof, including a sloping roof, and may not obstruct views outward from any habitable rooms.
  - d. **Design.** Tall Building Wall Signs shall be in substantial conformance with the design guidelines identified in Appendix A, Conceptual Sign Plan.

### **SECTION 8. SEVERABILITY.**

If any provision of this ordinance or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other provisions, clauses or applications of said ordinance which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this ordinance are declared to be severable.

## Mesquit Sign District Appendix A: Conceptual Sign Plans

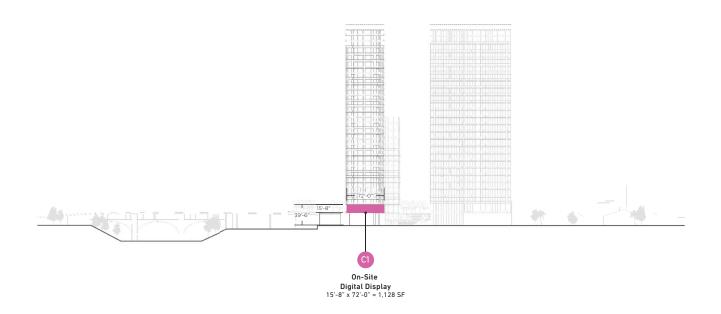
#### MESQUIT SIGN DISTRICT | SITE PLAN



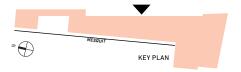


#### MESQUIT SIGN DISTRICT | NORTH ELEVATION





#### MESQUIT SIGN DISTRICT | EAST ELEVATION





#### WALL SIGNS | A. PROJECT IDENTIFICATION







PROJECT IDENTIFICATION SIGNS SHALL SIT ON THE TOP OF THE BUILDINGS AND WILL BE LARGE FORMAT SIGNAGE THAT WILL BE INSTALLED ON THE ELEVATION OF THE BUILDING, IN FRONT OF THE CURTAIN WALL SYSTEM. THESE SIGNS SHALL IN NO WAY PROTRUDE BEYOND THE BUILDING ROOF LINE. THE SIGNAGE SHALL BE LEGIBLE BUT SHALL BE NO MORE THAN TWO (2) STORIES IN HEIGHT, WITH VISUALLY COMFORTABLE SPACING AS RELATED TO THE HORIZONTAL CURTAIN WALL DATUM LINES (HORIZONTAL GLASS DIVISION MULLIONS). LIGHTING OF THIS SIGN SHALL BE EITHER HALO, SIDE OR FACE ILLUMINATED WITH NO HOT SPOTS OR LIGHT LEAKS. SIGNS WILL BE FABRICATED OF QUALITY DURABLE WEATHER RESISTANT MATERIALS COMPLEMENTARY TO THE BASE BUILDING MATERIALS.

#### WALL SIGNS | B. TENANT IDENTIFICATION







TENANT IDENTIFICATION SIGNS ARE SMALLER FORMAT SIGNAGE THAT ARE TO BE INSTALLED ONLY ON THE INSIDE OF THE EXTERIOR WALL GLAZING AND MUST OCCUPY ONLY FULL PANELS OF CURTAIN WALL GLASS MODULES. THESE SIGNS MUST BE A FREE-STANDING INSTALLATION, AND NOT BE APPLIED DIRECTLY ONTO THE INSIDE SURFACE OF THE GLASS OR INTERIOR MULLIONS. TENANT SIGNAGE MUST BE PROPORTIONED AND PLACED WITHIN THEIR RESPECTIVE ARCHITECTURAL FACADE. BRAND CREATIVITY IS ENCOURAGED WITH THE HIGHEST QUALITY MATERIALS AND ILLUMINATION TO BE REQUIRED.

#### WALL SIGNS | C. ON-SITE DIGITAL DISPLAY







ON-SITE DIGITAL DISPLAYS ARE LARGE FORMAT LED DISPLAYS THAT CAN BE INSTALLED EITHER ON TOP OF OR BEHIND THE EXTERIOR WALL, BUT THEY MUST ALIGN WITH THE GLAZING MODULES. THE FINISH OF THE DISPLAY EDGES (IF VISIBLE) SHALL BE COORDINATED WITH THE EXTERIOR GLAZING SYSTEMS. ALL WIRING MUST BE DESIGNED TO BE HIDDEN FROM VIEW. LATEST HIGH QUALITY LED TECHNOLOGIES SHALL BE USED, AND BRIGHTNESS WILL BE CONTROLLED PER DARKSKY GUIDELINES.

#### WALL SIGNS | D. ADDRESS INFORMATION



ADDRESS INFORMATION SIGNAGE WILL CONTAIN THE STREET ADDRESS PER FIRE CODE REGULATIONS. SIGNAGE WILL BE LEGIBLE FROM THE STREET WITH APPROPRIATE CONTRAST OF NUMBERS TO ITS BACKGROUND. TYPOGRAPHY AND MATERIALS SHALL BE COMPLEMENTARY TO THE BASE BUILDING MATERIALS.

#### WALL SIGNS | E. PARKING INFORMATION







PARKING INFORMATION SIGNAGE IN FRONT OF GARAGE ENTRIES SHALL BE PART OF A HOLISTIC DESIGN WITH A SIMPLE COLOR PALETTE THAT COORDINATES WITH OR PAIRS WELL WITH THE EXTERIOR BUILDING MATERIALS. WHILE IT NEEDS TO BE VISIBLE, IT SHOULD NOT CALL OUT FOR ATTENTION WITH OVERLY BRIGHT COLORS. SIGNAGE SHALL BE SIMPLE RECTANGLES OR INDIVIDUAL LETTERS THAT SIT COMFORTABLY WITHIN OPENINGS AND ADHERE TO CLEAR HEIGHTS AND OTHER NECESSARY CLEARANCES PER CODE. TYPOGRAPHY SHALL BE NON-SERIF AND CONSISTENT ACROSS ALL PARKING AND WAYFINDING SIGNAGE FOR THE ENTIRE DEVELOPMENT. TYPOGRAPHY SIZE SHALL BE LEGIBLE BUT COMFORTABLY SPACED WITHIN THE SIGNAGE AREA TO NOT BE OVERPOWERING. LIGHTING OF THIS SIGN SHALL BE EITHER HALO, SIDE OR FACE ILLUMINATED WITH NO HOT SPOTS OR LIGHT LEAKS. SIGNS WILL BE FABRICATED OF QUALITY DURABLE WEATHER RESISTANT MATERIALS.

#### PROJECTING SIGNS | F. PARKING INFORMATION







PARKING INFORMATION PROJECTING SIGNAGE ARE SIMILAR TO PARKING INFORMATION WALL SIGNS, BUT THESE SIGNS PROTRUDE OUT OF THE EXTERIOR WALL PERPENDICULARLY FOR VISIBILITY OF DRIVERS. ADHERING TO THE SAME DESIGN STANDARDS AS PARKING INFORMATION WALL SIGNS. INSTALLATION POINTS FOR THESE PROJECTING SIGNS SHALL BE MADE ONLY ON THE DIVIDING LINES OF THE EXTERIOR WALL, OR BE CENTERED TO MODULES WHERE NECESSARY. HEIGHTS SHALL ALSO ALIGN WITH HORIZONTAL DATUM LINES ACROSS THE EXTERIOR WALL, OR SIT COMFORTABLY WITHIN THESE DATUM LINES WITH CONSIDERATION TO SIZE AND PROPORTIONS. LIGHTING OF THIS SIGN SHALL BE EITHER HALO, SIDE OR FACE ILLUMINATED WITH NO HOT SPOTS OR LIGHT LEAKS. SIGNS WILL BE FABRICATED OF QUALITY DURABLE WEATHER RESISTANT MATERIALS COMPLEMENTARY TO THE BASE BUILDING MATERIALS.

#### FREESTANDING SIGNS | G. INFORMATION PILLAR SIGNS







INFORMATION PILLAR SIGNAGE ARE FREE-STANDING STRUCTURES THAT SHALL BE A SIMPLE GEOMETRY WITH FINISHES THAT COORDINATE WITH OR PAIR WELL WITH THE EXTERIOR BUILDING MATERIALS AND/OR ELEMENTS IN THE LANDSCAPE. THESE SIGNS WILL PROVIDE INFORMATION, MAPPING, AND PEDESTRIAN DIRECTION INFORMATION. SIGNS WILL BE FABRICATED OF QUALITY DURABLE WEATHER RESISTANT MATERIALS COMPLEMENTARY TO THE BASE BUILDING MATERIALS.

#### FREESTANDING SIGNS | H. DIGITAL KIOSKS



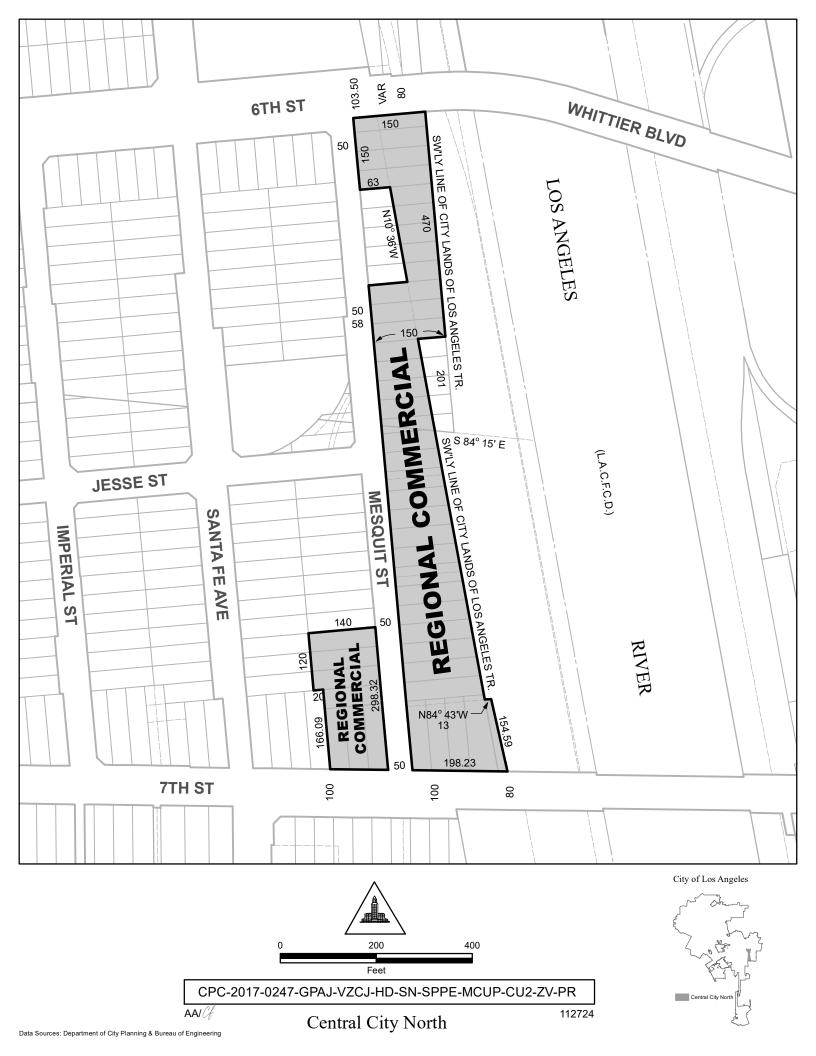


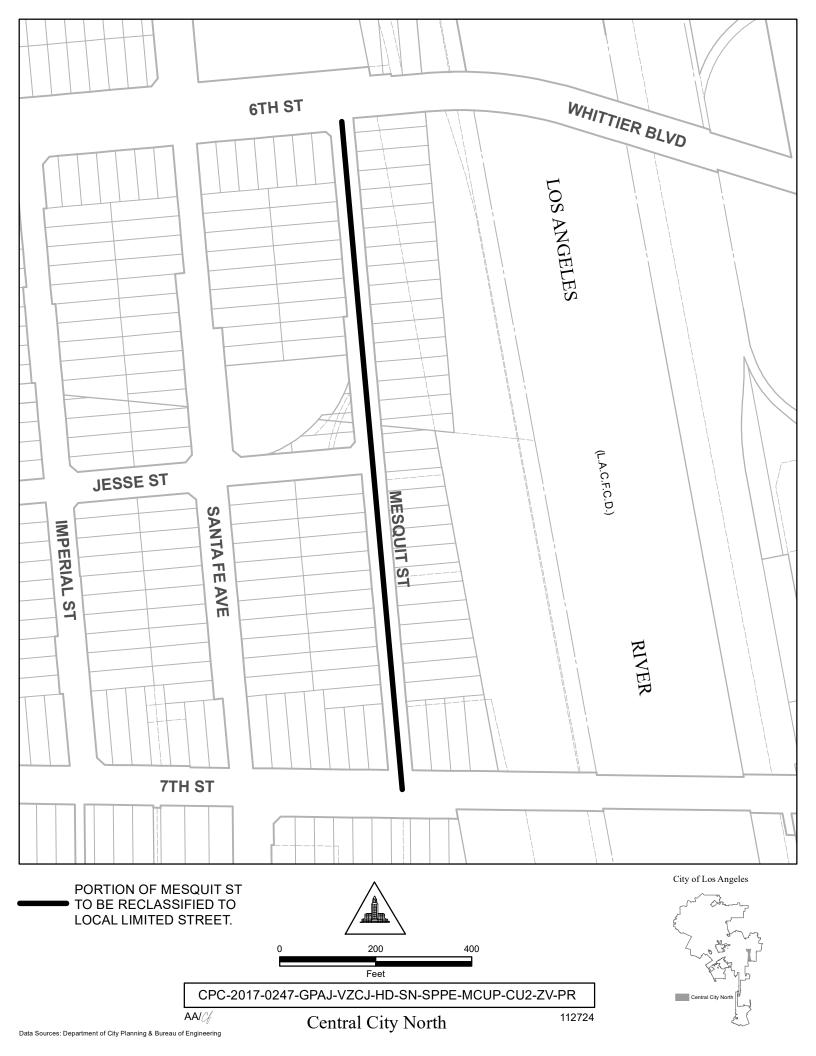


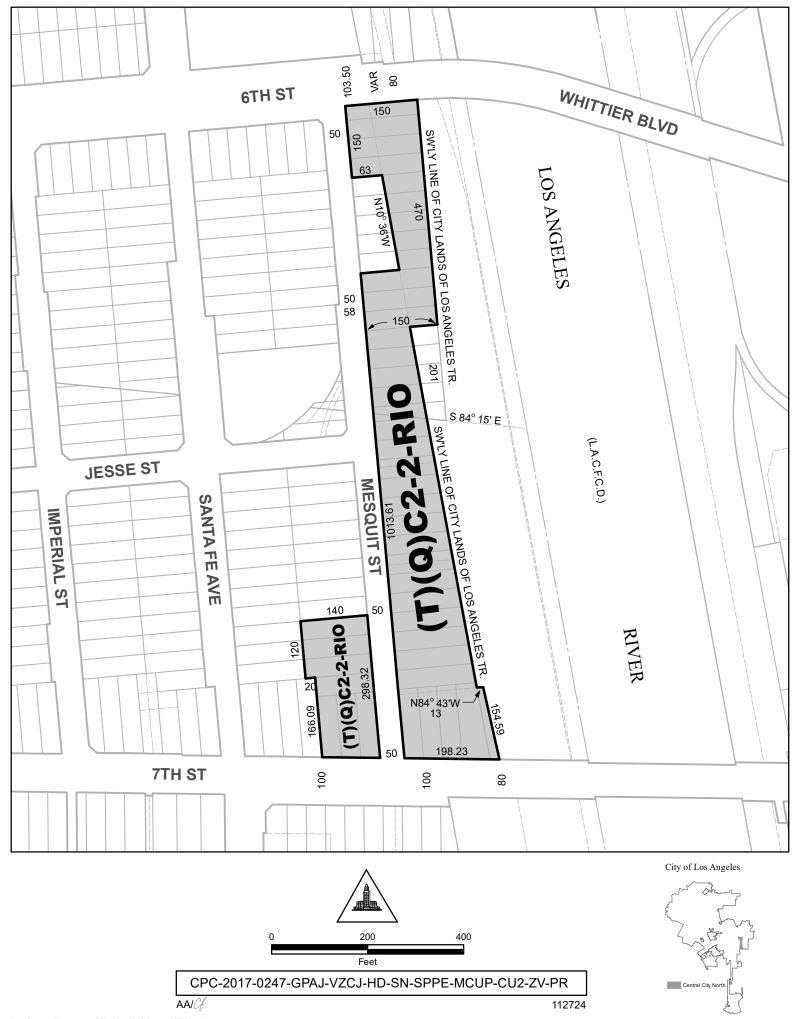
DIGITAL KIOSKS ARE FREE-STANDING STRUCTURES THAT SHALL BE A SIMPLE GEOMETRY WITH HIGH QUALITY FINISHES. THESE ELEMENTS CAN BE MULTI-FUNCTIONAL TO INCORPORATE TOUCHSCREEN DISPLAYS, LCD/LED MONITORS, PEDESTRIAN LIGHTING, PUBLIC WIFI, DYNAMIC MAPPING, TRANSIT INFORMATION, PUBLIC ART, ETC. THE BRIGHTNESS OF THE DISPLAYS SHALL BE ADJUSTABLE AND EASILY PROGRAMMABLE. ALL WIRING TO BE HIDDEN FROM VIEW. THE KIOSKS WILL BE FABRICATED OF QUALITY DURABLE WEATHER RESISTANT MATERIALS COMPLEMENTARY TO THE BASE BUILDING MATERIALS.

## EXHIBIT D<br/>Zoning Maps

CPC-2017-247-GPAJ-VZCJ-HD-SN-SPPE-MCUP-CU2-ZV-PR December 12, 2024







# EXHIBIT E Mitigation Monitoring Program

CPC-2017-247-GPAJ-VZCJ-HD-SN-SPPE-MCUP-CU2-ZV-PR

December 12, 2024

### CHAPTER 4 – 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 State 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 Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project's impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

#### 2. Organization

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the PDF or MM.
- Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: the phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency: the frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

#### 3. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and 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.

During the construction phase and prior to the issuance of 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 report to the Enforcement Agency any noncompliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within the specified time following 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.

#### 4. Program Modification

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

The Project shall be in substantial conformance with the 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.

#### 5. Mitigation Monitoring Program

#### a) Air Quality

(1) Project Design Features

**Project Design Feature AQ-PDF-1: Fireplace Exclusion:** The residential units within the Project will not include the installation of natural gas-fueled fireplaces.

- o Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check prior to issuance of building permit; Once at final inspection
- Action Indicating Compliance: Plan approval and issuance of applicable building permit; Field inspection signoff

#### (2) Mitigation Measures

**Mitigation Measure AQ-MM-1: Construction Equipment Features:** The Applicant shall implement the following construction equipment features for equipment operating at the Project Site. These features shall be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment. Construction features will include the following:

- The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and United States Environmental Protection Agency (USEPA) Tier 4 Final off-road emissions standards or equivalent for equipment rated at 50 horsepower (hp) or greater during Project construction. Such equipment shall be outfitted with Best Available Control Technology (BACT) which means a CARB certified Level 3 Diesel Particulate Filter or equivalent.
- During plan check, the Project's representative shall make available to the lead agency and South Coast Air Quality Management District (SCAQMD) a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used during any of the construction phases. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each such unit's certified tier

specification, best available control technology (BACT) documentation, and CARB or SCAQMD operating permit shall be maintained on-site at the time of mobilization of each applicable unit of equipment.

- Alternative-fueled generators shall be used when commercial models that have the power supply requirements to meet the construction needs of the Project are commercially available from local suppliers/vendors.
- Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer's specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications. Tampering with construction equipment to increase horsepower or to defeat emission control devices shall be prohibited.
- Construction activities shall be discontinued during second-stage smog alerts. A
  record of any second-stage smog alerts and of discontinued construction activities
  as applicable shall be maintained by the Contractor on-site.
- Enforcement Agency: South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- o **Monitoring Phase:** Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check prior to issuance of demolition or grading permit; Periodically during field inspection
- Action Indicating Compliance: Plan check approval and issuance of applicable demolition or grading permit; Field inspection signoff

Mitigation Measure AQ-MM-2: Emergency Generator Maintenance & Testing: The Project shall utilize SCAQMD Certified Internal Combustion (ICE) engine emergency generators that meet or exceed the California Air Resources Board (CARB) and United States Environmental Protection Agency (USEPA) Tier 4 Final emissions standards. Each emergency generator will normally be limited to one hour in a day for routine maintenance and testing purposes.

- Enforcement Agency: City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District
- Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Operation
- Monitoring Frequency: Once at Project plan check prior to issuance of building permit; Periodically during operation and during routine maintenance and testing

 Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Field inspection signoff

**Mitigation Measure AQ-MM-3: Emergency Generators:** The Project representative shall schedule routine maintenance and testing of the emergency generators installed on the Project Site on different days. Prior to the installation of emergency generators, the Project representative shall supply documentation to the City that emergency generator testing by contractors, service providers, or maintenance crews will be conducted in accordance with the specified requirements. The Project representative shall maintain records of emergency generator testing, including testing dates, which shall be made available to the City upon request.

- o **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Operation
- Monitoring Frequency: Once at Project plan check prior to issuance of building permit; Periodically during operation and during routine maintenance and testing
- Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Field inspection signoff

#### b) Cultural Resources

#### (1) Mitigation Measures

Mitigation Measure CUL-MM-1: Standards Conformance Plan Review for 7<sup>th</sup> Street Bridge. The Project proposes new vehicular/pedestrian ramps that would connect to the 7th Street Bridge and would result in removal of character-defining features and materials. To reduce potential impacts, the Applicant shall retain a qualified preservation consultant, meeting the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61 and who has at least 10 years of experience in design review and collaboration applying the Standards (Qualified Preservation Professional) to review the draft and final plans for the Project, to ensure conformance with the Secretary of the Interior's Standards for Rehabilitation (Standards).

- Where the Project could impact the physical materials of the 7th Street Bridge, the Qualified Preservation Professional shall provide recommendations for appropriate protective measures and preservation treatment (repair or in-kind replacement) of the affected historic bridge fabric to be retained, to ensure that historic features, materials and finishes are protected, and that the 7th Street Viaduct Plaque and the light post shall be protected during removal, storage, and relocation.
- The Qualified Preservation Professional shall prepare a Plan Review Report, documenting conformance with the Standards, which shall be submitted as a draft to the City's Department of City Planning Office of Historic Resources, within 30

- days of completion of the final design plans, and shall make any recommendations necessary to bring the Project design for the alterations and additions to the 7th Street Bridge into conformance with the Standards.
- Once the Project plans have been revised and are ready to be finalized, the Qualified Preservation Professional shall review the 90 percent construction plans and prepare a final report documenting conformance with the Standards, which shall be submitted to the City's Department of City Planning Office of Historic Resources, for final approval.
- Enforcement Agency: City of Los Angeles Department of City Planning's Office of Historic Resources
- Monitoring Agency: City of Los Angeles Department of City Planning's Office of Historic Resources
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once, prior to issuance of a building permit
- Action Indicating Compliance: Submittal of compliance documentation to the City of Los Angeles Department of City Planning's Office of Historic Resources

Mitigation Measure CUL-MM-2: Reproduction of the 7th Street Bridge Railings. The 7th Street Bridge's existing concrete railings are not original but are reproductions of the originals. Prior to their removal, the Applicant shall prepare molds for the 7th Street Bridge's concrete railings. The molds shall be securely stored on-site, ensuring that the railings could be reinstalled in the future if necessary and that the 7th Street Bridge can be returned to its current condition.

- Enforcement Agency: City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction; Operation
- Monitoring Frequency: Once at Project plan check prior to issuance of applicable building permit; Periodically during construction; Once at final inspection
- Action Indicating Compliance: Plan approval and issuance of applicable building permit; Post-construction documentation to show the Project is safely storing the moldings

Mitigation Measure CUL-MM-3: Construction Monitoring for the 7th Street Bridge. Prior to any demolition or construction activities that would affect the historic fabric of the 7th Street Bridge, including removal of steps, fencing, or other existing materials attached to or part of the bridge, removal of the bridge's concrete railings or light post, or alteration of structural features such as bents, a Qualified Preservation Professional shall be retained to document existing conditions and provide preservation treatment recommendations including protective measures and treatment recommendations.

- Prior to commencement of construction activities, the Qualified Preservation Professional shall document existing conditions at Project locations where alterations are to be made and meet with and provide preservation guidelines and instructions to the construction manager and team.
- During construction, the Qualified Preservation Professional shall monitor and document the Project, including demolition monitoring, preservation treatment oversight, and construction monitoring for Project components that would affect the character-defining features of the bridge such as any structural alterations of the 7th Street Bridge, removal/construction of pedestrian stairs, construction of vehicular ramps/intersections, removal of railings, relocation of the 7th Street Viaduct Plague and light post and fixture, installation of new street signals, and if included, construction of the Deck. The Qualified Preservation Professional shall provide oversight and monitoring for the preparation of molds of the 7th Street Bridge's existing concrete railings (see CUL-MM-2) and shall also provide preservation oversight and monitoring for the removal and relocation of the 7th Street Viaduct Plague and the historic light post on the bridge's railings that would be removed and relocated. The Qualified Preservation Professional shall document the existing conditions of the railing, 7th Street Viaduct Plague and light post prior to their removal; monitor the railing mold-making process and appropriate storage of the molds for potential future use; monitor the process of removal of the 7th Street Viaduct Plaque and light post; review and document procedures for temporary storage of the 7th Street Viaduct Plague and light post; monitor the 7th Street Viaduct Plaque and light post relocation and reinstallation process; and provide preservation treatment recommendations for repair of the 7th Street Viaduct Plaque and light post in conformance with the Standards. Monitoring intervals are to be determined based upon construction schedule and timing of Project activities that will affect the 7th Street Bridge. The monitoring visits shall be documented in a monitoring report for each visit. Once the majority of the construction activities affecting the 7th Street Bridge are completed, the Qualified Preservation Professional shall document the Project's conformance with the Standards in a Substantial Completion Report that shall be submitted to the City's Department of City Planning Office of Historic Resources for review and approval.
- Enforcement Agency: City of Los Angeles Department of City Planning's Office of Historic Resources, City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of City Planning's Office of Historic Resources, City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Prior to issuance of first demolition or building permit, periodically during construction, at completion of construction
- Action Indicating Compliance: Submittal of Substantial Completion Report to the City of Los Angeles Department of City Planning's Office of Historic Resources and

the City of Los Angeles Department of Building and Safety, and issuance of first applicable demolition or building permit

Mitigation Measure CUL-MM-4: Historic Structure Report for the 7th Street Bridge. The 7th Street Bridge was previously documented in a Historic American Engineering Record report that summarized the history of the bridge and included copies of the historic bridge plans. The existing bridge exhibits several alterations from its original design, and under the Project will undergo additional alterations. To provide a baseline for the current Project and protect the integrity of the bridge under the current and future projects, a Historic Structures Report (HSR) shall be prepared by a Qualified Preservation Professional in accordance with guidelines set forth by the National Park Service in Preservation Brief No. 43: "The Preparation and Use of Historic Structure Reports" by Deborah Slaton (Slaton, 2005: 1). The HSR shall provide a summary of the bridge's history and existing condition through available historic plans, current plans, and physical information. The HSR shall act as a guidance document for the current project and any future projects on the 7th Street Bridge. The HSR shall include guidelines for the most appropriate approach to treatment for any currently proposed work, including, but not limited to, protective measures, rehabilitation, repair, in-kind replacement, preservation treatment of materials/features, and maintenance. The HSR shall follow the three-part format and organization as outlined in Preservation Brief No. 43, including the following: Part 1 – the bridge's history, chronology, physical description, significance, and existing condition assessment; Part 2 – Treatment and Work Recommendations for the Project; and Part 3 – Supplemental Record of Work Performed including planning or technical studies or other investigations, records of physical work, construction documents, annotated drawings, construction monitoring logs, photographs, the Project plans showing the proposed alterations to the 7th Street Bridge, the Substantial Completion Report, and any other pertinent technical data or documentation. This report shall be reviewed by the City's Office of Historic Resources and Bureau of Engineering, to ensure that that the HSR meets the City's requirements. Once the Project is completed, the Applicant shall file the HSR with the City's Department of City Planning Office of Historic Resources and Bureau of Engineering, and the South Central Coastal Information Center (SCCIC).

- Enforcement Agency: City of Los Angeles Department of City Planning's Office of Historic Resources, City of Los Angeles Bureau of Engineering
- Monitoring Agency: City of Los Angeles Department of City Planning's Office of Historic Resources, City of Los Angeles Bureau of Engineering
- Monitoring Phase: Pre-construction; Post-construction
- Monitoring Frequency: Pre-construction and periodically during Construction, Postconstruction
- Action Indicating Compliance: Submittal of compliance documentation to the City
  of Los Angeles Department of City Planning's Office of Historic Resources and the
  City of Los Angeles Bureau of Engineering, and issuance of applicable building permit

Mitigation Measure CUL-MM-5: Prior to the issuance of a demolition permit, the Applicant shall retain a qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for professional archaeology (qualified Archaeologist) to carry out and ensure proper implementation of mitigation measures that address archaeological resources. The Applicant shall submit a letter of retention to the City of Los Angeles Department of City Planning (City) no fewer than 15 days before construction activities commence to demonstrate to the City that the Applicant has retained a qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards. The letter shall include a resume for the qualified Archaeologist. The letter shall also demonstrate that a Native American Monitor from the Gabrieleño Band of Mission Indians – Kizh Nation has been retained as required by Mitigation Measure TCR-MM-1.

The qualified Archaeologist shall oversee an archaeological monitor who has a bachelor's degree in a relevant field of study and either two months of archaeological construction monitoring experience or two months of supervised training with prehistoric or historic archaeological materials in a field or laboratory setting. The archaeological monitor shall be present during construction activities on the Project Site deemed by the qualified Archeologist to have the potential for encountering archeological resources, such as demolition, pavement removal, clearing/grubbing, drilling/auguring, potholing, grading, trenching, excavation, tree removal, or other ground disturbing activity associated with the Project. The activities to be monitored may also include off-site improvements in the vicinity of the Project Site, such as utilities, sidewalks, or road improvements. The archeological monitor and Native American Monitor shall have the authority to direct the pace of construction equipment activity in areas of higher sensitivity and to temporarily divert, redirect or halt ground disturbance activities to allow identification, evaluation, and potential recovery of archaeological resources in coordination with the qualified Archaeologist. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined appropriate by the qualified Archaeologist after consulting with Native American Monitor.

- Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- o Monitoring Agency: City of Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction, Construction
- Monitoring Frequency: Prior to issuance of a demolition permit; Ongoing during demolition, excavation and grading activities
- Action Indicating Compliance: Issuance of a demolition permit; Compliance report by Qualified Archaeologist

**Mitigation Measure CUL-MM-6:** Prior to commencement of construction activities, a Sensitivity Training shall be given by the qualified Archaeologist and Native American Monitor for construction personnel. The training shall focus on how to identify archaeological resources and tribal cultural resources that may be encountered during

construction activities, and the procedures to be followed in such an event. Within 5 days of completing the training, a list of those in attendance shall be provided by the qualified Archaeologist to the Applicant. Applicant shall maintain the documentation of this training, including the list of attendees, for inspection by the City upon its reasonable request.

- Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-Construction
- Monitoring Frequency: Prior to issuance of demolition or grading permit
- Action Indicating Compliance: Issuance of a demolition or grading permit;
   Compliance report by Qualified Archaeologist

**Mitigation Measure CUL-MM-7:** In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, 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. An appropriate buffer area shall be established by the archaeological monitor and the Native American Monitor (in the case of prehistoric resources) in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery. This buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area.

All 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 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 City to develop a formal treatment plan that would serve to reduce impacts to the resource. The treatment plan established for the resource shall be in accordance with 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 City, 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 City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall 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 archaeological material, they shall be donated to a local school, Tribe, or historical society in the area for educational purposes.

In the event encountered resources appear to qualify as tribal cultural resource, a meeting between the City, the qualified Archeologist, Native American Monitor, and the Applicant shall be held to discuss the significance of the find and whether it qualifies as a tribal cultural resource pursuant to Public Resources Code Section 21074(a). If the resource is determined to be a tribal cultural resource, appropriate treatment shall be determined per the procedures outlined in Mitigation Measure TCR-MM-2.

- Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of City Planning, Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Ongoing during Project demolition, grading and construction
- o Action Indicating Compliance: Compliance report by Qualified Archaeologist

Mitigation Measure CUL-MM-8: Within 14 days of concluding the archaeological monitoring, the qualified Archaeologist shall prepare a memorandum stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memorandum shall be submitted to the Applicant and City. Following submittal of the memorandum, the qualified Archaeologist shall prepare a technical report the follows the format and content guidelines provided in California Office of Historic Preservation's Archaeological Resource Management Reports (ARMR). The technical 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 of Historical Resources and CEQA. Appropriate California Department of Parks and Recreation Site Forms (Site Forms) shall also be prepared and provided in an appendix to the report. The technical report shall be prepared under the supervision of the qualified Archaeologist and submitted to the City within 150 days of completion of the monitoring. The final draft of the report shall be submitted to the South Central Coastal Information Center.

- o Enforcement Agency: City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of City Planning
- Monitoring Phase: Construction
- Monitoring Frequency: Once, completion of demolition/grading/excavation activity
- Action Indicating Compliance: Compliance report by Qualified Archaeologist

#### c) Geology and Soils

#### (1) Mitigation Measures

**Mitigation Measure GEO-MM-1**: A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards <sup>1</sup> (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all ground-disturbing activities (e.g., clearing, grading and excavation) that relate to paleontological resources, shall attend the Project kick-off meeting and any construction progress meetings, and shall report to the Project Site in the event potential paleontological resources are encountered in order to assess the significance of the discovery and determine appropriate documentation and/or salvage.

- Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Prior to issuance of demolition or grading permit; Periodic during construction activities
- Action Indicating Compliance: Issuance of demolition or grading permit;
   Compliance report by Qualified Paleontologist

**Mitigation Measure GEO-MM-2**: 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 accordance with SVP Standards. In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on 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 demonstrating that all construction personnel attended the training.

- Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Prior to issuance of demolition or grading permit
- Action Indicating Compliance: Issuance of demolition or grading permit;
   Compliance report by Qualified Paleontologist

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SVP, Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.

Mitigation Measure GEO-MM-3: Full-time paleontological resources monitoring shall be conducted for all ground-disturbing activities in previously undisturbed sediments that exceed 10 feet in depth, and are, therefore, likely to impact high-sensitivity older Alluvial sediments. The surficial Alluvium has low paleontological sensitivity, and, therefore, work in the upper 10 feet of the Project Site does not need to be monitored. The Qualified Paleontologist shall spot-check the excavation on an intermittent basis and recommend revision of the depth of required monitoring based on his/her observations. The frequency of spot-checks shall be determined based on the pace of excavations, both vertically and laterally. Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP) under the direction of the Qualified Paleontologist. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the qualified paleontologist. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils in order to recover the fossil specimens. Any significant fossils that could yield information important to prehistory, or that embody the distinctive characteristics of a type of organism, environment, period of time, or geographic region, collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries. The Qualified Paleontologist shall prepare a final monitoring and mitigation report to document the results of the monitoring effort and shall provide the final report to the Department of City Planning.

- Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Ongoing during demolition, excavation and grading activities
- Action Indicating Compliance: Compliance report by Qualified Paleontologist

**GEO-MM-4:** 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 within a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and made recommendations as to the appropriate treatment. If the find is deemed significant, it shall be salvaged following the standards of the SVP and curated with a certified repository. If there are significant discoveries, fossil locality information and final disposition will be included within the final report which will be submitted to the appropriate repository and the Department of City Planning.

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

- Monitoring Phase: Construction
- Monitoring Frequency: Ongoing during demolition, excavation and grading activities
- Action Indicating Compliance: Compliance report by Qualified Paleontologist

#### d) Greenhouse Gas Emissions

#### (1) Project Design Features

Project Design Feature GHG-PDF-1: Green Building Features. The Project will be designed to achieve the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Silver Certification level for new buildings. The Project will demonstrate compliance with the LEED Silver Certification or equivalent green building standards by providing architectural and engineering documentation, building energy modeling simulations, and other supporting evidence USGBC accepted documentation standards. Pre-construction consistent with documentation that indicates the Project is designed to achieve the number of points required for LEED Silver Certification will be provided to the City prior to building permit issuance. Post-construction documentation that indicates the Project operates within the expected parameters to achieve the number of points required for LEED Silver Certification will be provided to the City after completion of the required LEED commissioning activities. As part of the Project's LEED Silver Certification or equivalent green building standards, the Project will optimize building energy performance and achieve a minimum of four points in the Energy and Atmosphere Credit 2 category (LEED version 4), which means a 12 percent reduction from the LEED baseline, which is based on the ASHRAE 90.1-2010 standard in LEED version 4. The Project will reduce water usage and achieve a minimum of one point in the Water Efficiency Credit 1 category (LEED version 4), which means a 50 percent reduction in outdoor water use for irrigation from the LEED baseline, and a minimum of five points in the Water Efficiency Credit 2 category (LEED version 4), which means a 45 percent reduction in indoor water use from the LEED baseline.

- Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check prior to issuance of building permit; Once after completion of LEED Silver Certification or equivalent commissioning activities
- Action Indicating Compliance: Plan approval and issuance of applicable building permit; Post-construction documentation that indicates the Project operates within the expected parameters to achieve the number of points required for LEED Silver Certification or equivalent; Issuance of Certificate of Occupancy

#### e) Hazards and Hazardous Materials

#### (1) Mitigation Measures

Mitigation Measure HAZ-MM-1: Health and Safety Plan. The construction contractor(s) shall prepare and implement site-specific Health and Safety Plans (HASP) in accordance with 29 CFR 1910.120 to protect construction workers and the public during all excavation and grading activities, due to the potential to encounter TPH diesel, TPH oil, TPH gasoline, SVOCs, and total metals during construction. This HASP shall be submitted to the LADBS for review prior to commencement of demolition and construction activities and as a condition of the grading, construction, and/or demolition permit(s). The HASP shall include, but is not limited to, the following elements:

- Designation of a trained, experienced site safety and health supervisor who has the responsibility and authority to develop and implement the site HASP;
- A summary of all potential risks to demolition and construction workers and maximum exposure limits for all known and reasonably foreseeable site chemicals;
- Specified personal protective equipment and decontamination procedures, if needed;
- Emergency procedures, including route to the nearest hospital; and

Procedures to be followed in the event that evidence of potential soil contamination (such as soil staining, noxious odors, debris or buried storage containers) is encountered. These procedures shall be in accordance with hazardous waste operations regulations and specifically include, but are not limited to, the following: immediately stopping work in the vicinity of the unknown hazardous materials release, and retaining a qualified environmental firm to perform sampling and remediation, as needed.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Prior to issuance of a demolition or grading permit; Construction (during soil-disturbing activities)
- Monitoring Frequency: Once at Project plan check prior to issuance of demolition or grading permit; Ongoing with periodic field inspections during construction if impacted material is discovered
- Action Indicating Compliance: Issuance of demolition or grading permit; Field inspection signoff

Mitigation Measure HAZ-MM-2: Soil and Groundwater Management Plan. In support of the HASP described above in Mitigation Measure HAZ-MM-1, the contractor(s) shall develop and implement a Soil and Groundwater Management Plan (SGMP) that includes a materials disposal plan specifying how the construction contractor(s) will remove, handle, transport, and dispose of all excavated materials and dewatering effluent in a

safe, appropriate, and lawful manner. The SGMP shall include the following, at a minimum:

- Site description, including the hazardous materials that may be encountered.
- Roles and responsibilities of onsite workers, supervisors, and the regulatory agency.
- Training for site workers focused on the recognition of and response to encountering hazardous materials.
- Protocols for the materials (soil and/or dewatering effluent) testing, handling, removing, transporting, and disposing of all excavated materials and dewatering effluent in a safe, appropriate, and lawful manner.
- Confirmation sampling to verify that the remaining soil and/or groundwater at the site does not have chemical concentrations above screening levels for the applicable planned land use.
- Identification of licensed disposal sites permitted to accept the waste materials.
- Reporting requirement to the overseeing regulatory agency, documenting that site activities were conducted in accordance with the SGMP.

The SGMP shall include a groundwater dewatering control and disposal plan specifying how groundwater (dewatering effluent), if encountered, will be handled and disposed of in a safe, appropriate, and lawful manner. The groundwater portion of the SGMP shall include the following, at a minimum:

- The locations at which groundwater dewatering is likely to be required.
- Test methods to analyze groundwater for hazardous materials.
- Appropriate treatment and/or disposal methods.

This SGMP shall be submitted to the LADBS for review prior to commencement of demolition and construction activities and as a condition of the grading, construction, and/or demolition permit(s). Contract specifications shall mandate full compliance with all applicable local, state, and federal regulations related to the identification, transportation, and disposal of hazardous materials, including those encountered in excavated soil and dewatering effluent.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Prior to issuance of a demolition or grading permit; Construction (during soil-disturbing activities)
- Monitoring Frequency: Once at Project plan check prior to issuance of demolition or grading permit; Ongoing with periodic field inspections during construction if impacted material is discovered

 Action Indicating Compliance: Issuance of demolition or grading permit; Field inspection signoff

Mitigation Measure HAZ-MM-3 (Project with the Deck Concept Only): Prior to construction of the Deck and any associated soil disturbing activities at the Railway Properties, the construction contractor shall retain and consult a qualified environmental professional to conduct a soil sampling assessment, in accordance with applicable regulations. It is anticipated that the soil samples would be analyzed for TPH gasoline, TPH diesel, TPH oil, SVOCs, and total metals. While the Railway Properties are not within a Methane Buffer Zone, methane/soil gas testing shall also be conducted as part of the soils sampling assessment. The soil analytical results shall be compared to applicable screening levels established by the appropriate regulating agencies. In the event that methane gas is detected above the laboratory RL, construction of the Project with the Deck would occur per the provisions of the LAMC, Division 71 Methane Mitigation Standards Ordinance

In the event elevated contaminant levels or methane gas levels are reported that exceed applicable regulatory standards, Mitigation Measures HAZ-MM-1 and HAZ-MM-2 would be implemented for the Project Site, which would include the Railway Properties under the Project with the Deck Concept.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- o Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Prior to issuance of a demolition or grading permit; Construction (during soil-disturbing activities)
- Monitoring Frequency: Once at Project plan check prior to issuance of demolition or grading permit; Ongoing with periodic field inspections during construction if impacted material is discovered
- Action Indicating Compliance: Issuance of demolition or grading permit; Field inspection signoff

#### f) Noise and Vibration

(1) Project Design Features

See Project Design Feature TRAF-PDF-2 (Construction Traffic Management Plan) below.

**Project Design Feature NOISE-PDF-1**: **Impact Pile Driving and Blasting Prohibitions.** The Project will not require or allow impact pile drivers and will not require or allow blasting during construction activities.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-Construction; Construction

- o Monitoring Frequency: Once during plan check; Periodic field inspections
- Action Indicating Compliance: Issuance of building permit; Field inspection sign-off

**Project Design Feature NOISE-PDF-2**: **Mechanical Equipment**. All outdoor mounted mechanical equipment will be enclosed or screened from off-site noise sensitive receptors and be designed with standard noise control devices, such as sound attenuators or acoustics louvers.

- Enforcement Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-Construction, Construction
- Monitoring Frequency: Once at Project plan check prior to issuance of building permit; once at field inspection
- o **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Field inspection signoff

#### (2) Mitigation Measures

Mitigation Measure NOISE-MM-1: Noises Barriers. Prior to issuance of any demolition, grading or building permit, the Project shall provide temporary ground-level 20-foot-tall construction noise barriers equipped with noise blankets or equivalent noise reduction materials rated to achieve sound level reductions of at least 15 dBA between the Project Site and the ground-level and second-levels at sensitive receptor location R1 and between the Project Site and R4 (if R4, the future 6th Street PARC is constructed and operational at the time of Project construction). These temporary noise barriers shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptor(s) during the duration of construction activities. The Project applicant shall provide documentation prepared by a qualified noise consultant verifying compliance with this measure.

- Enforcement Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check; Once during field inspection
- Action Indicating Compliance: Plan check approval and issuance of any demolition, grading or building permit; Submittal of compliance report from qualified noise consultant

Mitigation Measure NOISE-MM-2: Construction Equipment Noise Shielding and Muffler Devices: Contractors shall ensure that all construction equipment, fixed or mobile, are equipped with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' standards. Prior to the issuance of demolition permits,

certification of muffler installation shall be submitted to the City for review. The construction contractor shall keep documentation onsite demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications. Most of the noise from construction equipment originates from the intake and exhaust portions of the engine cycle. According to FHWA, use of adequate mufflers systems can achieve reductions in noise levels of up to 10 dBA.<sup>2</sup> The contractor shall use muffler systems that provide a minimum reduction of 8 dBA compared to the same equipment without an installed muffler system, reducing maximum construction noise levels. Contractors shall include the muffler requirements in contract specifications. The contractor shall also keep documentation onsite prepared by a noise consultant verifying compliance with this measure.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- o **Monitoring Frequency:** Once at Project plan check; Periodic field inspections
- Action Indicating Compliance: Plan check approval and issuance of any demolition, grading or building permit; Field inspection sign-offs

Mitigation Measure NOISE-MM-3: Truck Deliveries. Contractors shall include in all vendor and concrete supplier contracts a requirement for truck deliveries to and from the Project Site to prohibit travel on Jesse Street between Mateo Street and Santa Fe Avenue or on Mateo Street between 4th Place and Willow Street when traveling to or from the Project Site during Project demolition, grading and construction. The construction contractor shall provide a flag person along Jessie Street near the segment between Mateo Street and Santa Fe Avenue and along Mateo Street between 4th Place and Willow Street to ensure that all concrete and vendor trucks do not travel along both of these identified segments.

- Enforcement Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- o Monitoring Frequency: Once at Project plan check; Periodic field inspections
- Action Indicating Compliance: Plan check approval and issuance of any demolition, grading or building permit; Field inspection sign-offs

**NOISE-MM-4: Amplified Speakers – All Outdoor Spaces.** Outdoor amplified sound systems, if any, will be limited to a sound level equivalent to 85 dBA (L<sub>eq-1hr</sub>) measured at a distance of 25 feet from the amplified speaker sound system. A qualified noise consultant shall provide written documentation that the design of the system complies with the maximum noise level. Compliance will be ensured through pre-performance

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FHWA, Special Report – Measurement, Prediction, and Mitigation, Chapter 4 Mitigation, https://www.fhwa.dot.gov/Environment/noise/construction\_noise/special\_report/hcn04.cfm. Accessed July 16, 2021.

noise tests/measurements for performances or ambient music speakers with potential to exceed the sound level, along with any necessary adjustments to the location and nature of proposed performances or ambient music speakers. Speakers will be downward or inward facing and shielded from off-site sensitive uses. The Applicant or Operator shall prepare standard operating procedures for the use of amplified speakers at this location consistent with this requirement. The standard operating procedures shall be provided to the City and the Los Angeles Police Department (LAPD) prior to the issuance of a building permit for the Project and posted onsite in the event of LAPD response to noise complaints.

- Enforcement Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning; Los Angeles Police Department
- Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- Monitoring Phase: Post-Construction
- Monitoring Frequency: Once at Project plan check; Once at field inspection
- Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Submittal of compliance report from qualified noise consultant prior to Certificate of Occupancy

Mitigation Measure NOISE-MM-5: Amplified Speakers – River Balcony North. Amplified speaker volumes within the River Balcony North area shall be limited to a level that would not exceed 75 dBA at a distance of 25 feet from the speaker. A qualified noise consultant shall provide written documentation that the design of the system complies with the maximum noise level. Compliance will be ensured through pre-performance noise tests/measurements for performances or ambient music speakers with potential to exceed the sound level, along with any necessary adjustments to the location and nature of proposed performances or ambient music speakers. Speakers will be downward or inward facing and shielded from off-site sensitive uses. The Applicant or Operator shall prepare standard operating procedures for the use of amplified speakers at this location consistent with this requirement. The standard operating procedures shall be provided to the City and Los Angeles Police Department (LAPD) prior to the issuance of a building permit for the Project and posted onsite in the event of LAPD response to noise complaints.

- Enforcement Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning; Los Angeles Police Department
- Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- Monitoring Phase: Post-Construction
- o Monitoring Frequency: Once at Project plan check; Once at field inspection
- Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Submittal of compliance report from qualified noise consultant prior to Certificate of Occupancy

Mitigation Measure NOISE-MM-6: Construction Vibration (Except Shoring). The operation of construction equipment that generates high levels of vibration, such as large bulldozers, loaded trucks, jackhammers, and small bulldozers shall be prohibited within 21 feet, 19 feet, 12, feet, and 3 feet, respectively, of receptor V1 (multi-family residential uses located at 2101 E. 7th Street). The use of large bulldozers and loaded trucks shall be prohibited within 8 feet, the use of jackhammers shall be prohibited within 5 feet, and the use of small bulldozers shall be prohibited within 1 foot of receptor V6 (the 7th Street Bridge). The contractor(s) shall require and document compliance with the minimum allowable setbacks in a construction vibration management plan, which shall be provided to the City prior to issuance of a demolition permit. The construction vibration management plan shall detail the types of equipment to be used during demolition, grading, and building construction, estimated vibration velocities, and distance to vibration receptors V1 and V6. Equipment and or alternative construction techniques to be used within the required setbacks for large bulldozers, loaded trucks, jackhammers, and small bulldozers shall be identified to ensure that vibration velocities will not exceed thresholds for potential structural damage. This measure does not apply to temporary shoring activities and shoring infrastructure that must be installed to provide adequate physical support for subterranean excavation.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project Plan Check; Periodic field inspections
- Action Indicating Compliance: Plan check approval and issuance of any demolition, grading or building permit; Field inspection sign-offs

**Mitigation Measure NOISE-MM-7: Construction Vibration (Shoring).** The following procedures are required for shoring system design and monitoring of excavation, grading, and shoring activities:

• Prior to the issuance of a shoring or grading permit, excavation and shoring plans for temporary shoring walls shall be prepared by a California Registered Civil Engineer experienced in the design and construction of shoring systems. The shoring systems shall be selected and designed in accordance with all current code requirements, industry best practices, and the recommendations of the Project Geotechnical Engineer. Maximum allowable lateral deflections for the Project Site are to be developed by the Project Geotechnical Engineer in consideration of adjacent structures, property, and public rights-of-way. These deflection limits shall be prepared in consideration of protecting the adjacent older structure at receptor location V1 (multi-family residential uses located at 2101 E. 7th Street) and the historic bridge at receptor location V6 (the 7th Street Bridge). The shoring engineer shall produce a shoring design, incorporating tie-backs, soldier piles, walers, or other appropriate supports that is of sufficient capacity and stiffness to meet or exceed the Project strength and deflection requirements. Calculations shall be prepared by the shoring engineer showing the anticipated lateral deflection of the shoring system

and its components and demonstrating that these deflections are within the allowable limits. Where tie-back anchors shall extend across property lines or encroach into the public rights-of-way, appropriate notification and approval procedures shall be followed. The final excavation and shoring plans shall include all appropriate details, material specifications, testing and special inspection requirements and shall be reviewed by the Project Geotechnical Engineer for conformance with the design intent and submitted to LADBS for review and approval during the Grading Permit application submission. The Project Geotechnical Engineer shall provide on-site observation during the excavation and shoring work.

- Appropriate parties, including but not limited to the lead Contractor, City of Los Angeles Public Works, and Los Angeles Department of Building and Safety, shall be notified immediately and corrective steps shall be identified and implemented if maximum allowable lateral deflections for the Project Site that are developed by the Project Geotechnical Engineer are exceeded, or if new cracks, distress, or other damage are observed in adjacent structures, sidewalks, buildings, utilities, façades, etc.
- Foundation systems shall be designed in accordance with all applicable loading requirements, including seismic, wind, settlement, and hydrostatic loads, as determined by the California Building Code and in accordance with the recommendations provided by the Project Geotechnical Engineer. Foundation systems are anticipated to consist of cast-in-place concrete mat foundations supported by cast-in-place concrete drilled shaft or auger cast piles. Driven (impact) piles shall not be used.
- Enforcement Agency: City of Los Angeles Department of Building and Safety, City of Los Angeles Bureau of Engineering
- Monitoring Agency: City of Los Angeles Department of Building and Safety, City of Los Angeles Bureau of Engineering
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Prior to the issuance of a shoring or grading permit; Periodic field inspections
- Action Indicating Compliance: Plan check approval and issuance of applicable shoring or grading permit; Field inspection sign-offs

Mitigation Measure NOISE-MM-8: Inspections. Prior to the issuance of a demolition or building permit, the Applicant shall retain the services of a third-party licensed building inspector or structural engineer to inspect and document (video and/or photographic) V1 (multi-family residential located at 2101 E. 7th Street) and V6 (7th Street Bridge) for the apparent physical condition of the building's readily visible features. Inspection and documentation shall also be carried out by and in coordination with a qualified preservation consultant for the historic bridge at receptor location V6 (7th Street Bridge). Daily inspections shall occur when construction activities involving vibration-generating equipment such as bulldozers, jackhammers, loaded trucks, and drill rigs are used within 21 feet of V1 and within 8 feet of V6. In the event that damage occurs due to construction

vibration the adjacent older structure at receptor location V1 (multi-family residential uses) or the historic bridge at receptor location V6 (the 7th Street Bridge) based on assessment by the third-party inspector or engineer, the Applicant/or the Applicants designated representative, shall arrange for repairs during the construction phase. Such repairs, if needed shall be undertaken by a qualified contractor. Repair of historic features on the historic bridge at receptor V6 (the 7th Street Bridge) shall be performed in consultation with a qualified preservation consultant, and, if warranted, in a manner that meets the Secretary of the interior's Standards.

Additional Requirements during Shoring. Prior to the issuance of a demolition or building permit, the general contractor shall hire a California Registered Professional Engineer or California Professional Land Surveyor to prepare an Adjacent Structures Construction Monitoring Plan, subject to review and approval by LADBS, prior to initiation of any excavation and shoring activities to ensure the protection of the adjacent older structure at receptor location V1 (multi-family residential uses) and the historic bridge at receptor location V6 (the 7th Street Bridge) from damage due to settlement during excavation and shoring. The Adjacent Structures Construction Monitoring Plan shall be carried out by a California Professional Land Surveyor and establish survey markers and document and record through any necessary means, including video, photography, survey, etc. the initial positions of and existing cracks on the adjacent structures and facades to form a baseline for determining settlement or deformation. Upon installation of soldier piles, survey monuments shall be affixed to the tops of representative piles so that deflection can be measured. The shored excavation and adjacent structures, sidewalks, buildings, utilities, facades, cracks, etc. shall be visually inspected each day. Survey monuments shall be measured at critical stages of dewatering, excavation, shoring, and construction but shall not occur less frequently than once every 30 days. Reports shall be prepared by the California Professional Land Surveyor documenting the movement monitoring results. In the event that vibration or settlement due to excavation or construction activity causes damage requiring repairs to the adjacent older structure at receptor location V1 (multifamily residential uses) or the historic bridge at receptor location V6 (the 7th Street Bridge) based on assessment by the third-party inspector or engineer, the Applicant/or the Applicants designated representative, shall arrange for repairs during the construction phase. The repair work shall be performed by a qualified contractor. Repair of historic features on the historic bridge at receptor V6 (the 7th Street Bridge) shall be performed in consultation with a qualified preservation consultant and in accordance with the California Historical Building Code and the Secretary of the Interior's Standards, as appropriate. A log of all complaints submitted and actions taken to address those complaints shall be kept on site and shall be provided to the City prior to full build permit issuance/at the conclusion of demolition and shoring, and review by Office of Historic Resources (OHR) shall be required if any damage occurs related to the bridge.

 Enforcement Agency: City of Los Angeles Department of Building and Safety, City of Los Angeles Department of City Planning's Office of Historic Resources, City of Los Angeles Bureau of Engineering

- Monitoring Agency: City of Los Angeles Department of Building and Safety, City of Los Angeles Department of City Planning's Office of Historic Resources
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Prior to the issuance of a demolition or building permit;
   Periodic field inspections
- Action Indicating Compliance: Plan check approval and issuance of applicable demolition or building permit; Field inspection sign-offs

Mitigation Measure NOISE-MM-9: Construction Vibration (Human Annoyance). Prior to the issuance of a demolition or building permit, to address potential vibration impacts regarding human annoyance, the Applicant shall designate a construction relations officer to serve as a liaison with the adjacent sensitive receptor location V1. The liaison shall be responsible for responding to concerns regarding vibration within 24 hours of receiving a complaint. The liaison shall respond to concerns by ensuring that steps are taken to reduce vibration levels at V1 (multi-family residential uses located at 2101 E. 7th Street) as deemed appropriate and safe by the on-site construction manager. Such steps could include substituting lower vibration generating equipment or activity, rescheduling of high vibration-generating construction activity, or other potential adjustments to the construction program to reduce vibration levels at the adjacent sensitive receptor location V1. A log of all complaints submitted and actions taken to address those complaints shall be kept on site and shall be provided to the City prior to full build permit issuance/at the conclusion of demolition and shoring.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Prior to the issuance of a demolition or building permit;
   Periodic field inspections
- Action Indicating Compliance: Issuance of applicable demolition or building permit;
   Field inspection sign-offs

## g) Police Protection

(1) Project Design Features

Project Design Feature POL-PDF-1: Security Features During Construction. Private security personnel will monitor vehicle and pedestrian access to the construction areas and patrol the Project Site, construction fencing with gated and locked entry will be installed around the perimeter of the construction site, and security lighting will be provided in and around the construction site.

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

- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-offs

**Project Design Feature POL-PDF-2**: **Security Features During Operation**. The following security features will be implemented during Project operation:

- Controlled access of the multifamily residential uses, office uses, hotel units, and the residential and hotel common open space areas.
- Access to commercial and restaurant uses and publicly accessible open space areas will be unrestricted during business hours, but public access will be discontinued after businesses have closed.
- Facility operations will include staff training and building access/design to assist in crime prevention efforts and to reduce the demand for police protection services.
- Project Site security will include provision of 24-hour video surveillance and full-time security personnel.
- Duties of the security personnel will include, but would not be limited to, assisting residents and visitors with Project Site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property.
- Project design will include lighting of entryways, publicly accessible areas, and common building and open space residential areas for security purposes.
- Public amenity areas, including the Mesquit Paseo, Elevated Pedestrian Walkway and River Balconies, Entry Plazas, Northern Landscaped Area, and the Deck (under the Project with the Deck Concept) will be generally open to the public from 6 A.M. to 11 P.M., and will otherwise have restricted access through fencing and gates designed in compliance with LAMC and RIO design standards. These areas will be well lit at night and regularly patrolled by security personnel
- Enforcement Agency: City of Los Angeles Police Department, City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Post-construction
- o Monitoring Frequency: Once at Project plan check; Once during field inspection
- Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

# h) Transportation

### (1) Project Design Features

**Project Design Feature TRAF-PDF-1: Construction Traffic Management Plan.** Prior to the issuance of a demolition permit or building permit for the Project, a detailed Construction Management Plan will be prepared and submitted to the City for review and approval. The Construction Management Plan will include, but not be limited to, the following elements as appropriate:

- As traffic lane, parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, will be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Ensure that access will be maintained for land uses in proximity to the Project Site during project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.
- Provide off-site truck staging in a legal area furnished by the construction truck contractor.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- Describe the haul truck routes and avoid haul truck routes that travel past Los Angeles Unified School District facilities.
- Enforcement Agency: City of Los Angeles Department of Transportation, City of Los Angeles Department of Building and Safety
- o **Monitoring Agency:** City of Los Angeles Department of Transportation
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at plan check prior to issuance of applicable demolition or building permit; Periodic field inspections
- Action Indicating Compliance: Approval of Construction Traffic Management Plan from the Los Angeles Department of Transportation prior to issuance of applicable demolition or building permit; Field inspection sign-offs

**Project Design Feature TRAF-PDF-2**: Construction Worker Parking Plan. The Applicant will prepare a Construction Worker Parking Plan prior to commencement of construction to identify and enforce parking location requirements for construction

workers. The Construction Worker Parking Plan will include, but not be limited to, the following elements as appropriate:

- During construction activities when construction worker parking cannot be accommodated on the Project Site, the plan will identify alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.
- Construction workers will not be permitted to park on street with the exception of Mesquit Street and Jesse Street east of Santa Fe Avenue.
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations.
- Enforcement Agency: City of Los Angeles Department of Transportation, City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Transportation
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once prior to issuance of applicable demolition or building permit; Periodic field inspections
- Action Indicating Compliance: Approval of Construction Worker Parking Plan from the Los Angeles Department of Transportation prior to issuance of applicable demolition or building permit; Field inspection signoffs

## (2) Mitigation Measures

Mitigation Measure TRAF-MM-1: Transportation Demand Management (TDM) Program. The Applicant shall implement a TDM Program aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as carpooling, taking transit, walking, and biking. The TDM Program shall detail additional program elements beyond the site design features already incorporated into the Project. The TDM Program shall be subject to review and approval by LADOT. The exact measures to be implemented shall be determined when the Program is prepared. A preliminary TDM Program shall be submitted for LADOT review prior to issuance of the first building permit for the Project, with final TDM approval by LADOT required before issuance of the first certificate of occupancy for the Project. Required strategies in the TDM Program shall include, but are not necessarily limited to:

#### <u>Parking</u>

- Parking cost unbundled from leases for office and commercial tenants, coupled with employee parking cash-out and pricing workplace parking.
- Parking costs unbundled from rent for residential tenants.

#### Transit

- Tenants in the office and commercial uses and residents shall be provided with the
  opportunity to obtain subsidized/discounted daily or monthly public transit passes
  to use locally/regionally. These passes can be partially or wholly subsidized by the
  employer and residential management company, respectively.
- Public bus stop enhancements/amenities, such as curb cuts and continental crosswalks, at bus stops nearest to Project Site:
  - Decatur Street & 7th Street: Metro Rapid 720
  - Alameda Street & 7th Street: Metro Rapid 760
  - Imperial Street & 7th Street: Metro 18, 60, 62
  - Molino Street & Palmetto Street: LADOT DASH A
- Improved first-mile/last-mile connections to nearby bus stops

#### Commute Trip Reductions

 Commute trip reduction program for office and commercial workers and residents including established performance standards, required implementation, monitoring, and reporting.

### **Shared Mobility**

 A ride-sharing program shall be provided by designating a certain percentage of parking spaces for ride sharing vehicles, designing adequate passenger loading/unloading and waiting areas for ride-sharing vehicles, and providing a website or message board for coordinating rides.

### Education & Encouragement

- TDM marketing and promotion (website and possible mobile app for transportation information specific to the Project).
- Mobility hub (car share, bike share, bike repair facilities, and real-time transit information).
- Enforcement Agency: City of Los Angeles Department of Transportation, City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Transportation, City of Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check prior to issuance of building permit; Once prior to Certificate of Occupancy
- Action Indicating Compliance: Submittal of Preliminary TDM Program for Los Angeles Department of Transportation review prior to issuance of the first building

permit for the Project; Approval of TDM Program from the Los Angeles Department of Transportation prior issuance of the first certificate of occupancy for the Project; Submittal of compliance documentation by Applicant.

**Mitigation Measure TRAF-MM-2: US-101 Southbound Off-ramp/7th Street Intersection Signalization.** The Applicant shall work with the City of Los Angeles and Caltrans to signalize the intersection of the US-101 Southbound Off-ramp and 7th Street. This would require complying with the Caltrans project development process as a local agency-sponsored project.

- o **Enforcement Agency:** City of Los Angeles Department of Transportation; Caltrans
- Monitoring Agency: City of Los Angeles Department of Transportation; Caltrans
- Monitoring Phase: Post-construction
- Monitoring Frequency: Once at Project plan check prior to issuance of building permit; Once prior to prior to issuance of Certificate of Occupancy
- Action Indicating Compliance: Documentation demonstrating coordination with City of Los Angeles and Caltrans related to a signalization plan. Either, verification from Caltrans that the improvement is bonded and within their own permit review process, or correspondence from Caltrans formally declining to implement the mitigation measure, should Caltrans elect not to implement the mitigation measure.

# i) Tribal Cultural Resources

# (1) Mitigation Measures

**Mitigation Measure TCR-MM-1:** Prior to the issuance of a demolition permit, the Applicant shall retain a Native American Monitor from the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation or Tribe) who shall be present during construction activities deemed by the Native American Monitor to have the potential for encountering tribal cultural resources, such as demolition, pavement removal, clearing/grubbing, drilling/augering, potholing, grading, trenching, excavation, tree removal or other ground disturbing activity associated with the Project. The activities to be monitored may also include off-site improvements in the vicinity of the Project Site, such as utilities, sidewalks, or road improvements. A monitoring agreement between the Applicant and Kizh Nation shall be prepared that outlines the roles and responsibilities of the Native American Monitor and shall be submitted to the City prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The Native American Monitor shall also provide Sensitivity Training to construction personnel as required by Mitigation Measure CUL-MM-6.

The Native American Monitor, in coordination with the qualified Archaeologist and archaeological monitor as identified in Mitigation Measure CUL-MM-5, shall have the authority to direct the pace of construction equipment activity in areas of higher sensitivity and to temporarily divert, redirect or halt ground disturbance activities to allow identification, evaluation, and potential recovery of tribal cultural resources. Full-time

monitoring may be reduced to part-time inspections, or ceased entirely, if determined appropriate by the Native American Monitor in the event there appears to be little to no potential for impacting tribal cultural resources. Native American monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh Nation from a designated point of contact for the Applicant or Lead Agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project Site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh Nation to the Project Applicant/Lead Agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact tribal cultural resources.

- Enforcement Agency: City of Los Angeles Department of Planning; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Planning; City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; During construction
- Monitoring Frequency: Prior to issuance of demolition permit; Ongoing during demolition and excavation activities
- Action Indicating Compliance: Letter of Retention submitted to Los Angeles Department of City Planning (Pre-Construction) and issuance of demolition permit; Field inspection sign-off from Native American Monitor (Construction); Completed report by certified archaeologist and Native American Monitor

**Mitigation Measure TCR-MM-2:** The Native American Monitor shall complete daily monitoring logs that 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 shall identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Project Applicant/Lead Agency upon written request to the Tribe.

- Enforcement Agency: City of Los Angeles Department of Planning; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Planning; Department of Building and Safety
- Monitoring Phase: Construction demolition and excavation activities
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Completed monitoring logs by Native American Monitor

Mitigation Measure TCR-MM-3: In the event that prehistoric/Native American (e.g., hearths, 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. An appropriate buffer area shall be established by the Native American Monitor and archaeological monitor in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making and evaluation and potential recovery of the discovery. This buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. A meeting shall take place between the Applicant, the qualified Archaeologist, the Gabrieleno Tribe, and the City to discuss the significance of the find and whether it qualifies as a tribal cultural resource pursuant to Public Resources Code Section 21074(a). If, as a result of the meeting and after consultation with the Gabrieleno Tribe and the qualified Archaeologist, a decision that the resource is in fact a tribal cultural resource, a treatment plan shall be developed by the Gabrieleno Tribe, with input from the qualified Archaeologist as necessary, and with the concurrence of the City's Planning Director. The treatment measures in the treatment plan shall be implemented prior to construction work continuing in the buffer around of the find. The preferred treatment is avoidance, but if not feasible may include, but would not be limited to, capping in place, excavation and removal of the resource and follow-up laboratory processing and analysis, interpretive displays, sensitive area signage, or other mutually agreed upon measures. The treatment plan shall also include measures regarding the curation of the recovered resources. The recovered prehistoric or Native American resources may be placed in the custody of the Gabrieleno Tribe who may choose to use them for their educational purposes or they may be curated at a public, non-profit institution with a research interest in the materials. If neither the Gabrieleno Tribe or institution accepts the resources, they may be donated to a local school or historical society in the area for educational purposes.

- Enforcement Agency: City of Los Angeles Department of Planning
- Monitoring Agency: City of Los Angeles Department of Planning; Department of Building and Safety
- Monitoring Phase: Construction demolition and excavation activities
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: If archaeological resources are unearthed, a completed treatment plan by the Gabrieleno Tribe, with input from the qualified Archaeologist as necessary, and with the concurrence of the City's Planning Director

# j) Water Supply

(1) Project Design Features

**Project Design Feature WS-PDF-1: Water Conservation Features.** The Project will provide the following specific water efficiency features:

- High Efficiency Toilets with a flush volume of 1.06 gallons of water per flush, or less;
- Domestic water heating system located in close proximity to point(s) of use, where feasible;
- Leak detection system for swimming pools and Jacuzzis;
- Drip/subsurface irrigation (Micro-Irrigation);
- Proper hydro-zoning/zoned irrigation (group plants with similar water requirements together);
- Drought-tolerant plants 62 percent of total landscaping
- Water conserving turf 3 percent of total landscaping with a 0.6 Plant Factor being committed;
- Automated pool chemical delivery system; and
- Installation of thermal pool covers on all outdoor pools/spas.
- Enforcement Agency: City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- o **Monitoring Phase:** Pre-construction; Construction; Operation
- Monitoring Frequency: Once at Project plan check (provide proof of compliance);
   Once prior to Certificate of Occupancy
- Action Indicating Compliance: Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy