



## DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

### City Planning Commission

**Date:** June 11, 2026  
**Time:** After 8:30 a.m.\*  
**Place:** The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting [cpc@lacity.org](mailto:cpc@lacity.org)

**Public Hearing:** April 15, 2026  
**Appeal Status:** Vesting Zone Change is 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:** June 24, 2026

**Case No.:** CPC-2025-2329-VZC-PR-HCA  
**CEQA No.:** ENV-2017-438-EIR-ADD2  
**Related Cases:** VTT-74890-CN-M1, CPC-2017-437-GPAJ-ZVC-HD-VCU-MCUP-SPR, VTT-74890  
**Council No.:** 14 – Jurado  
**Community Plan Area (vested):** Central City North  
**Plan Overlay (vested):** River Improvement Overlay (RIO)  
**Certified NC:** Downtown Los Angeles  
**GPLU (vested):** Regional Center Commercial  
**Zone (vested):** [T][Q]C2-2-RIO  
**Applicant:** Mark Spector, ONNI Capital, LLC  
**Representative:** Matt Dzurec, Armbruster Goldsmith & Delvac, LLP

### PROJECT

**LOCATION:** 2117-2147 East Violet Street and 2118-2142 East 7th Place

### PROPOSED PROJECT:

The 2143 Violet Street Project (Project) proposes a new mixed-use, two-tower development with 474 live/work units (including 77 affordable units) and 2,034 square feet of ground floor commercial space, totaling 512,990 square feet of floor area on a 2.2-acre site. Building 1 would provide 324 units and 1,066 square feet of commercial space within a 30-story building, and Building 2 would provide 150 units and 968 square feet of commercial space within a 20-story building. Five existing buildings, comprising 56,686 square feet of office, restaurant, warehouse, and six live/work units, would remain. At completion, the Project would result in a total of 480 live/work units and 36,865 square feet of commercial space, for a total of 569,676 square feet of floor area.

### REQUESTED ACTIONS:

#### ENV-2017-438-EIR-ADD2

1. Pursuant to CEQA Guidelines 15162 and 15164, in consideration of the whole of the administrative record, the project was assessed in the previously certified Environmental Impact Report No. ENV-2017-438-EIR (State Clearinghouse No. 2018051050) and Erratum, dated February 2021, and the First Addendum, dated August 2021, certified on September 15, 2021; and adopt the Second Addendum, dated March 2026.

#### CPC-2025-2329-VZC-PR-HCA

2. Pursuant to LAMC Sections 1.4.4. and 13B.1.4, a **Vesting Zone Change Ordinance** to amend the Qualified "Q" Conditions of Zone Change Ordinance No. 187,209; and the following Developer Incentives per LAMC Section 11.5.11(e) to permit:

- a. A zero-foot side yard, in lieu of the 16 feet otherwise required for the eastern property line; and
  - b. A 17-foot, 10-inch building separation in lieu of the otherwise required 57 feet; and
3. Pursuant to LAMC Section 13B.2.4, a **Project Review** for a project resulting in an increase of 50 or more dwelling units.

**RECOMMENDED ACTIONS:**

**ENV-2017-438-EIR-ADD2**

1. **Find**, based on the independent judgement of the decision-maker, after consideration of the whole of the administrative record, that the project was assessed in the previously certified Environmental Impact Report No. ENV-2017-438-EIR (State Clearinghouse No. 2018051050) and Erratum, dated February 2021, and the First Addendum, dated August 2021, certified on September 15, 2021; and, pursuant to CEQA Guidelines Sections 15162 and 15164, and the Second Addendum, dated March 2026, no major revisions are required to the EIR and no subsequent EIR is required for approval of the project;

**CPC-2025-2329-VZC-PR-HCA**

2. Recommend that the City Council Approve a **Vesting Zone Change Ordinance** to amend the Qualified "Q" Conditions of Zone Change Ordinance No. 187,209; and the following Developer Incentives per LAMC Section 11.5.11(e) to permit:
  - a. A zero-foot side yard, in lieu of the 16 feet otherwise required for the eastern property line; and
  - b. A 17-foot 10-inch building separation in lieu of the otherwise required 57 feet; and
3. **Approve a Project Review** for a project resulting in an increase of 50 or more dwelling units;
4. **Adopt** the attached Conditions of Approval; and
5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP  
Director of Planning



Milena Zasadzien, Principal City Planner



Mindy Nguyen, Senior City Planner



More Song, City Planner



Erin Strellich, City Planning Associate  
Phone: (213) 847-3626  
Email: erin.strellich@lacity.org

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

**TABLE OF CONTENTS**

**Project Analysis ..... A-1**  
    Project Summary  
    Background  
    Conclusion

**(Q) Qualified Conditions ..... Q-1**

**Conditions of Approval ..... C-1**

**Findings ..... F-1**  
    Entitlement Findings  
    CEQA Findings

**Public Hearing and Communications ..... P-1**

**Exhibits:**  
    A – Project Plans  
    B – Renderings  
    C – Vicinity Map  
    D – Mitigation Monitoring Program  
    E – Draft Ordinance

Environmental Impact Report (EIR) links:

- Draft EIR: <https://planning.lacity.gov/development-services/eir/2143-violet-street-project-0>
- Final EIR: <https://planning.lacity.gov/development-services/eir/2143-violet-street-project-1>
- Errata and Addenda: <https://planning.lacity.gov/development-services/eir/2143-violet-street-project-2>

## PROJECT ANALYSIS

### PROJECT SUMMARY

The 2143 Violet Street Project (Project) proposes a mixed-use development on a 2.2-acre site within the Arts District neighborhood of downtown Los Angeles with a mix of new construction and preserved buildings. Two existing buildings totaling 6,844 square feet would be demolished, while five existing buildings, comprising 56,686 square feet of office, restaurant, warehouse, and six live/work units, would remain. The Project would add two new high-rise buildings with a total of 512,990 square feet of floor area with 474 new live-work units, including 77 affordable units, and ground-floor retail/restaurant space. Building 1 would be 30 stories and 344 feet in height, with 324 units and 1,066 square feet of commercial space. Building 2 would be 20 stories and 226 feet in height, with 150 units and 968 square feet of commercial space. The Project would include 798 vehicle parking spaces across six subterranean levels, 292 bicycle parking spaces, and 73,599 square feet of open space, including 17,400 square feet of ground floor publicly accessible space. At completion, the Project would include a total of 480 live-work units and 569,676 square feet of floor area, for a maximum Floor Area Ratio (FAR) of 6.0:1.



*2143 Violet Street Project Rendering*

## **BACKGROUND**

### *Original Project*

On May 4, 2021, the City Planning Commission approved a previous version of the Project under Case No. CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR for a mixed-use development comprised of 347 new live-work units (including affordable housing units), 187,374 new square feet of office, 21,858 square feet of new commercial floor area, and a 926 square-foot community room (Original Project). The uses would have been located within two buildings, including a 36-story residential tower with a maximum height of 425 feet, and an eight-story office building with a maximum height of 131 feet, and would have included six levels of subterranean parking.

Under the Original Project, five existing buildings located on the northern portion of the Project Site, comprising 56,686 square feet, would have been retained with six live-work units, office, retail, restaurant, and warehouse uses. Two additional existing buildings comprising 6,844 square feet and containing four vacant live-work units, as well as two open sheds and surface parking areas located on the southern portion of the Project Site, would have been demolished. Upon completion, the Project's total floor area would have been 569,448 square feet, for an FAR of 6.0:1.

In conjunction with the approval of the Original Project, a Vesting Tentative Tract Map (VTTM) under Case No. VTT-74890-CN-1A was also approved for the merger and re-subdivision of 16 existing lots into three ground lots, 353 residential and eight commercial condominiums, as well as a Haul Route approval for the export of 239,500 cubic yards of soil (Original VTTM).

### *2021 Modified Project*

Following the CPC's approval, but prior to the approval of the Original Project by the City Council, the Applicant submitted revisions to the Project, including reducing the height of the residential tower from 425 feet to 399 feet (from 36 to 30 stories) and increasing the height of the office tower from 131 feet to 157 feet (from eight to nine stories), herein referred to as the 2021 Modified Project. All other aspects of the Original Project remained unchanged. On September 14, 2021, the City Council approved the 2021 Modified Project, in conjunction with a First Addendum to the EIR addressing the Project modifications. The Original VTTM was not changed.

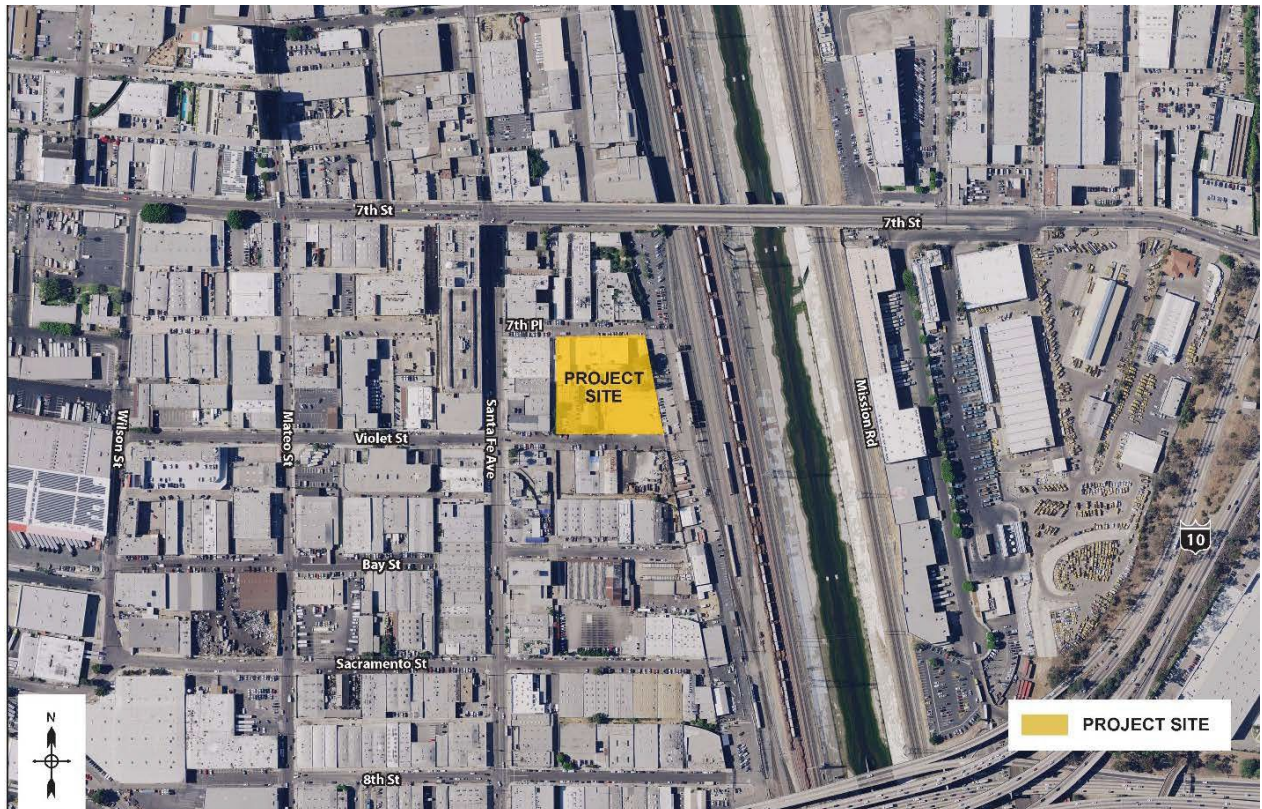
### *2025 Modified Project*

As part of the approval, Qualified "Q" Conditions limited the 2021 Modified Project to 353 residential units. Subsequent to approval of the 2021 Modified Project, the Applicant revised the mix of uses proposed for the 2021 Modified Project, primarily to replace the office tower with more residential uses, herein referred to as the 2025 Modified Project. The 2025 Modified Project, presently before the City Planning Commission, is for a Vesting Zone Change to modify the previously established Qualified "Q" Conditions to allow for the increased number of residential units; and Project Review for a project which results in 474 net new live-work units. Similar to the Original Project, the 2025 Modified Project will retain and demolish the same combination of existing buildings and uses. Upon completion, the 2025 Modified Project's total floor area would be 569,676 square feet, for an FAR of 6.0:1.

The 2025 Modified Project also requires a Modification of the Original VTTM, under related Case No. VTT-74890-M1, which was approved by the Deputy Advisory Agency on March 15, 2026, to allow for the merger of 16 lots and re-subdivision into three ground lots, and for 474 residential condominiums and two commercial condominiums (Modified VTTM). The Modified VTTM approval also includes a Haul Route for the export of approximately 239,500 cubic yards of soil, which is the same as requested in the Original VTTM. The Modified VTTM was not appealed.

## Location and Setting

The subject property is located in the Arts District neighborhood of the City, a heavily developed industrial area east of the downtown core of the City which continues to experience significant residential and commercial redevelopment in recent years. The Project Site is bounded by East 7th Place to the north, East Violet Street to the south, an alley to the west, and private properties adjacent to the Los Angeles River and railroad tracks to the east, used primarily for parking. Major arterials providing regional access to the Project Site include South Santa Fe Avenue, East 7th Street, East Olympic Boulevard, and South Alameda Street, which connect to the US-101, Interstate 10, and Interstate 5 freeways providing access throughout the region. The Project Site is located within the Downtown Community Plan area.



*Aerial View of the Project Site*

## Project Site Characteristics

The 2.2-acre Project Site and surrounding vicinity is relatively flat. The trapezoidal-shaped property has approximately 348 feet of frontage along Violet Street to the south, 294 feet of frontage along 7th Place to the north, 306 feet of frontage along adjacent properties to the east, and 300 feet of frontage along the alley to the west. The Project Site is currently improved with seven buildings that comprise approximately 63,530 square feet of floor area and range in height from one to three stories, two open sheds, and surface parking areas. On-site uses include 6,983 square feet of office, 20,684 square feet of retail, 5,055 square feet of restaurant, 2,109 square feet of warehouse, and 10 live-work units totaling 21,855 square feet of residential floor area.

While there are no street trees along the perimeter of the Project Site, 24 non-protected trees are located throughout the Project Site. Among the on-site trees, one was a protected *Platanus racemosa* (California sycamore), which was removed in accordance with an authorized permit during the pre-grading period of the previously approved 2021 Modified Project. The 2025

Modified Project would remove all existing trees on the Project Site and provide replacement trees to the satisfaction of the Urban Forestry Division.

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

The Project Site is located within the boundaries of the Downtown Community Plan, which became effective on February 6, 2025. The Community Plan designates the site for Hybrid Industrial land uses with a zoning designation of [MB1-CDF1-5] [IX-FA] [CPIO].

However, the 2021 Modified Project was approved under the previous Chapter 1 Zoning Code under the Central City North Community Plan. In this case, the 2025 Modified Project qualifies for "Successional Rights" under LAMC Chapter 1A, Section 1.4.4. This "grandfathering" provision ensures fairness and consistency by allowing in-process projects to continue to use the previous Chapter 1 rules. This ensures the developer can process its current requests for modifications to the previously approved project by using this previous set of standards rather than being forced to restart under entirely new regulations mid-stream.

The 2025 Modified Project also retains vested rights based on the previously approved Original VTTM and other vested entitlements of the 2021 Modified Project, which included a General Plan Amendment to change the land use designation of the Project Site to Regional Center Commercial, and a Vesting Zone Change and Height District Change to the [T][Q]C2-2-RIO Zone. Therefore, the 2025 Modified Project is vested under the provisions of the former Central City North Community Plan, the Regional Center Commercial land use designation, and the [T][Q]C2-2-RIO Zone and accompanying Qualified "Q" Conditions under Ordinance No. 187,209, effective November 5, 2021.

The Regional Center Commercial land use designation and C2 Zone envision a variety of residential and commercial service and office uses. Height District 2 in conjunction with the C2 Zone does not limit building height but limits FAR to a maximum of 6:1. The RIO designation implemented the City's River Improvement Overlay (RIO) District, which was designed to provide for preservation of tributaries and rivers in the City of Los Angeles by promoting river identity, supporting local species, and convenient access, among many other aspects. The Project Site is not located within a hillside area, Very High Fire Severity Zone, Alquist Priolo Fault Zone, or Methane Hazard site.

### **Surrounding Uses**

The Project Site is located in a highly urbanized area and generally surrounded by low- and medium-rise industrial, residential and commercial buildings.

North: To the north of the Project Site, across East 7th Place, are a mix of commercial and manufacturing uses, including restaurant, retail, office, and hotel uses. These properties are designated for Hybrid Industrial land uses and zoned [MB1-CDF1-5][IX-FA][CPIO]. Buildings range from one to three stories in height with no consistent building typology.

East: To the east of the Project Site is a surface parking lot, railroad tracks, and the Los Angeles River. These properties are designated as Hybrid Industrial and Open Space and zoned [LB2-CDR1-5][IX-FA][CPIO] and [VF1-WH1-5] [OS1-N], respectively.

South: To the south of the Project Site, across Violet Street, are a mix of commercial and manufacturing uses, including a recycling center and distribution facility, and retail uses. These properties are designated for Hybrid Industrial used and zoned [MM1-CDF1-5][IX-FA][CPIO]. Most buildings range from one to two stories in height, with the exception of a new construction nine-story office building at 2130 Violet Street.

West: To the west of the Project Site, across the alley, are a mix of commercial and manufacturing uses. These properties are designated for Hybrid Industrial land uses and zoned [MB1-CDF1-5] [IX-FA] [CPIO]. Buildings are one and two stories in height.

### **Regional and Local Access**

Primary regional access is provided by the Hollywood Freeway (US-101) and the Golden State Freeway (I-5) to the east, and the Santa Monica Freeway (I-10) to the south, which are all less than one mile from the Project Site.

### **Streets and Circulation**

East 7th Place was redesignated by the Downtown Community Plan from Collector to a Local Street, and travels east-west with a right-of-way width of 60 feet. When the 2021 Modified Project was approved, Bureau of Engineering (BOE) requested a three-foot-wide strip of land be dedicated along a portion of East 7th Place adjoining the Project Site, where there are no existing structures to remain, to complete a 33-foot wide half public street right-of-way and street and sidewalk improvements, in accordance with the Collector Street Standards that were in place at the time. The Applicant has already begun the dedication process with BOE and, therefore, no changes to the dedication and improvement conditions are proposed. East 7th Place is currently improved with a partial sidewalk and not improved with any curbs or gutters.

East Violet Street was redesignated by the Downtown Community Plan from Collector to a Local Street, and travels east-west with a right-of-way width of 60 feet. When the 2021 Modified Project was approved, BOE requested a three-foot-wide strip of land be dedicated along Violet Street, adjoining the Project Site, to complete a 33-foot wide half public street right-of-way, and street and sidewalk improvements, in accordance with Collector Street Standards that were in place at the time. The Applicant has already begun the dedication process with BOE and, therefore, no changes to the dedication and improvement conditions are proposed. Violet Street is not improved with any sidewalks, curbs, or gutters.

Public alley to the west of the Project Site has a right-of-way width of 15 feet and runs north-south between 7th Place to the north and Violet Street to the south. When the 2021 Modified Project was approved, BOE requested a two-and-a-half-foot wide strip of land be dedicated along a portion of the alley adjoining the Project Site, where there are no existing structures to remain, to complete a 10-foot-wide half public alley right-of-way. The Applicant has already begun this dedication process with BOE and, therefore, no changes to the dedication and improvement conditions are.

### **Public Transit**

Public transit service in the vicinity of the Project Site is currently provided by multiple local and regional bus lines, several of which provide connections to Downtown subway stations including Pershing Square and 7th Street/Metro Center. The closest bus stop to the Site is the Metro Local Line 60, located 200 feet west of the Project Site at the corner of South Santa Fe Avenue and Violet Street. Metro Local Line 62 is located at 7th Street and Santa Fe Avenue, approximately 700 feet northwest of the Project Site. Additionally, a stop for Metro Line 18, which provides service east/west from the City of Montebello to the Wilshire Center area, is located at 6th Street and Mateo Street, approximately 0.4 miles northwest of the Project Site. Lastly, the Greyhound Bus Terminal is located approximately 0.4 miles northwest of the Project Site on 7th Street, which provides inter-city bus services to various locations outside of Los Angeles.

## **Bicycle Facilities**

There are a limited number of existing bike lanes within the immediate Project Site area. The closest existing bikeways are along 6th Street (from Alameda Street to Mateo Street), Mateo Street (from 6th Street to Union Station) and Mission Road (from Jesse Street to 1st Street). Further north of the Project Site, there are Class II bike lanes on portions of 3rd Street and 1st Street, and existing Class III bike routes on portions of 2nd Street, 1st Street, State Street and 8th Street. Additionally, there are two Metro bike share facilities within 0.5 miles of the Project Site located at the corner Imperial Street and 7th Street (0.3 miles) and Industrial Street and Mateo Street (0.5 miles).

## **Land Use Policies**

### *Central City North and Downtown Community Plans*

The 2025 Modified Project is vested in the provisions of the Central City North Community Plan, which envisioned the area to include a variety of industrial uses and employment opportunities while also encouraging the continued development and maintenance of live-work residential uses, as appropriate. The 2025 Modified Project is vested in the Regional Center Commercial land use designation, which permits a diversity of uses, encourages the development of sites and structures integrating housing with commercial uses, and allows for properties to utilize the R5 lot area per dwelling unit, or density (200 square feet of lot area per dwelling unit), pursuant to LAMC Section 12.22 A.18(a). The 2025 Modified Project would utilize the R5 density regulations to permit the proposed 475 dwelling units on the 94,946 net square-foot Project Site.

The Downtown Community Plan, which became effective on February 6, 2025, establishes a vision for the future of Downtown Los Angeles that supports and sustains ongoing revitalization while accommodating projected growth. As a rapidly evolving area, Downtown represents a hub of economic opportunity, cultural diversity, and dense neighborhoods, and anchors the region's transportation network. The Downtown Community Plan designates the Project Site for Hybrid Industrial land uses. Hybrid Industrial areas preserve productive activity and prioritize employment uses but may accommodate live-work and limited residential uses. Building forms typically range from low-rise to mid-rise. Allowed uses include light industrial, commercial, and office, with live/work opportunities. Residential density is generally limited by floor area ratio (FAR), with a maximum FAR range of 3.0 to 6.0 under the Downtown Community Plan.

As the 2025 Modified Project preserves the majority of existing on-site uses (office, retail/restaurant, live-work uses) and proposes new live-work units and commercial space, it aligns with the uses and FAR allowed by both the vested Regional Center Commercial and the new Hybrid Industrial land use designations, and furthers the goals of both the vested Central City North and Downtown Community Plans. The 2025 Modified Project supports key priorities, including accommodating future population growth, strengthening the residential base, supporting employment uses, promoting a transit, bicycle, and pedestrian oriented environment, and reinforcing neighborhood identity.

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

Although the new Downtown Community Plan includes updated policies and goals related to the Los Angeles River and the RIO, the Project remains subject to the RIO under the vested zoning designation. The RIO District supports a sustainable urban environment in adjacent neighborhoods through landscaping standards, design guidelines, and administrative review procedures. The Project Site is separated from the Los Angeles River by existing railroad tracks and is not adjacent to or directly accessible from the Los Angeles River. Nevertheless, the 2025 Modified Project supports the objectives of the Los Angeles River Design Guidelines by

incorporating high-quality, distinctive architecture and providing subterranean parking and loading areas positioned to minimize visibility from the public realm.

## Relevant Cases

### *On-Site Cases*

VTT-74890-CN-M1 (Modified VTTM): On April 24, 2026, the Advisory Agency approved a modification of Vesting Tentative Tract Map No. 74890-CN (VTT-74890-CN-M1) for the merger of 16 lots into three ground lots and for 474 residential condominiums and two commercial condominiums; and a Haul Route for the export of up to 239,500 cubic yards of soil.

VTT-74890-CN-1A (Original VTTM): On February 23, 2021, the Advisory Agency approved Vesting Tentative Tract Map No. 74890-CN for the merger and re-subdivision of 16 existing lots into three ground lots, and 353 residential and eight commercial condominiums; and a Haul Route approval for the export of 239,500 cubic yards of soil. The Advisory Agency's decision was subsequently appealed and on September 15, 2021, the City Planning Commission denied the appeal and approved the VTTM.

CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR (2021 Modified Project): On September 15, 2021, the City Council approved the following entitlements: 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; and 2) a Vesting Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO; and on May 4, 2021, the City Planning Commission approved the following: 1), a Vesting Conditional Use Permit to permit floor area averaging and density transfer within a Unified Development; 2) a Main Conditional Use Permit for the on-site sale of a full-line of alcoholic beverages within 10 establishments; and 3) 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.

### *Off-Site Cases*

CPC-2017-247-GPAJ-VZCJ-HD-SN-SPPE-MCUP-CU2-ZV-PR: On July 30, 2025, the City Council approved a General Plan Amendment to change the land use designation from Heavy Industrial to Regional Center Commercial; a Vesting Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO; a Sign District; an Exception from the exterior site lighting standards for the RIO District; a Main Conditional Use Permit for the sale of alcohol for on- and off-site consumption for 11 establishments and for a heliport incidental to an office or residential building; a Zone Variance to permit variable reduced parking bay widths; and a Project Review for a mixed-use development with 895 residential units including 45 units for Extremely Low Income households and 99 units for Very Low Income households, 271 hotel guest rooms, approximately 128,000 square feet of office, restaurant, retail, gym space, and a K-6 charter school, located at 670 South Mesquit Street.

CPC-2021-2231-GPA-VZC-HD-VCU-ZV-SPR-1A: On May 20, 2025, the City Council approved a General Plan Amendment to the Central City North Community Plan to change the land use designation from Heavy Industrial to Regional Commercial and to reclassify 7th Place along the Project Site frontage from a Collector Street to a Standard Local Street; a Vesting Zone Change and Height District Change from M3-1-RIO Zone to (T)(Q)C2-2-RIO; a Vesting Conditional Use Permit to allow floor area averaging in a Unified Mixed-Use Development within a C or M Zone; a Zone Variance to permit vehicular access to a loading zone from a public street and not the adjacent alley way; and Site Plan Review for a development of a creative office campus that would include a new 13-story, 450,599 square-foot building with 435,100 square feet of office uses, 15,499 square feet of ground floor retail and/or restaurant uses, and four subterranean and three above-grade levels of parking, and a Future Campus Expansion Phase that could result in the

new construction of up to 211,201 square feet of additional office and restaurant uses, 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.

CPC-2017-4734-GPA-ZC-HD-CUB-CUX-ZV-ZAA-SPR-RDP-1A: On October 24, 2023, the City Council approved a General Plan Amendment to change the land use designation from Heavy Manufacturing to Regional Center Commercial; a Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO; a Conditional Use Permit to allow the on-site sale of a full-line of alcoholic beverages; a Conditional Use Permit to permit public dancing in conjunction with the operation of restaurants and/or bars in the C2 Zone; a Zone Variance to allow zero on-site parking spaces in lieu of 56 required parking spaces; a Zoning Administrator's Adjustment to maintain existing setbacks; a Redevelopment Plan Project Compliance Review for development activity involving a Residential Hotel/Single Room Occupancy Hotel; and Site Plan Review for a proposed hotel with 103 guest rooms and 15,907 square feet of commercial space, located at 2053-2059 East 7th Street.

CPC-2016-3479-GPA-VZC-HD-SPR: On June 30, 2020, the City Council approved a General Plan Amendment to change the land use designation from Heavy Industrial to Commercial Industrial; and a Zone and Height District Change from M3-1-RIO to (T)(Q)CM-2D-RIO; and Site Plan Review for a mixed-use development with 110 live/work units, 113,350 square feet of creative office and 50,848 square feet of commercial space, located at 2110 and 2130 East Bay Street and 2141 East Sacramento Street.

CPC-2016-4554-GPA-VZC-HD-DB-SPR: On November 22, 2022, the City Council approved a General Plan Amendment to change the land use designation from Heavy Manufacturing to Commercial Industrial and remove Footnote Nos. 1 and 6 of the General Plan Land Use Map from the Project Site to permit Height District 2 in the CM Zone; and a Zone and Height District Change from M3-1-RIO to [T][Q]CM-2D-RIO; a Density Bonus for a Housing Development Project; and Site Plan Review, in conjunction with the development of a new eight-story, mixed-use residential and commercial building with 106 live/work units and 119,845 square feet of commercial space, located at 1000-1026 South Mateo Street, 2006-2018 East Bay Street, and 2001-2023 East Sacramento Street.

CPC-2016-3689-GPA-VZC-HD-MCUP-DB-SPR-1A: On October 4, 2022, the City Council approved a General Plan Amendment to change the land use designation from Heavy Industrial to Regional Center Commercial; and a Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO; a Main Conditional Use Permit for the on-site sale of a full-line of alcoholic beverages within four establishments; a Density Bonus for a Housing Development Project; and Site Plan Review for a mixed-use development with 185 live/work units, 23,380 square feet of commercial space. located at 668-678 South Mateo Street and 669-679 South Imperial Street.

CPC-2016-1706-VZC-HD-SPR: On June 12, 2018, the City Council approved a Vesting Zone Change and Height District Change from M3-1-RIO to (T)(Q)M3-2D-RIO; and Site Plan Review for a development which creates more than 50,000 square feet of non-residential floor area, in conjunction with the development of a new nine-story office building with ground floor commercial retail space, located at 2136-2148 East Violet Street.

CPC-2017-536-GPA-VZC-CUB-CUX: On January 31, 2018, the City Council approved a General Plan Amendment to change the land use designation from Heavy Industrial to Regional Center Commercial; a Vesting Zone Change from M3-1-RIO to (Q)C2-1-RIO; and Conditional Use Permits for the sale and dispensing of alcoholic beverages for three uses and to allow dancing and live and amplified music, in conjunction with special events on-site in conjunction with the change of use of a firehouse to a boutique hotel, located at 710 South Santa Fe Avenue.

## **PROJECT DETAILS**

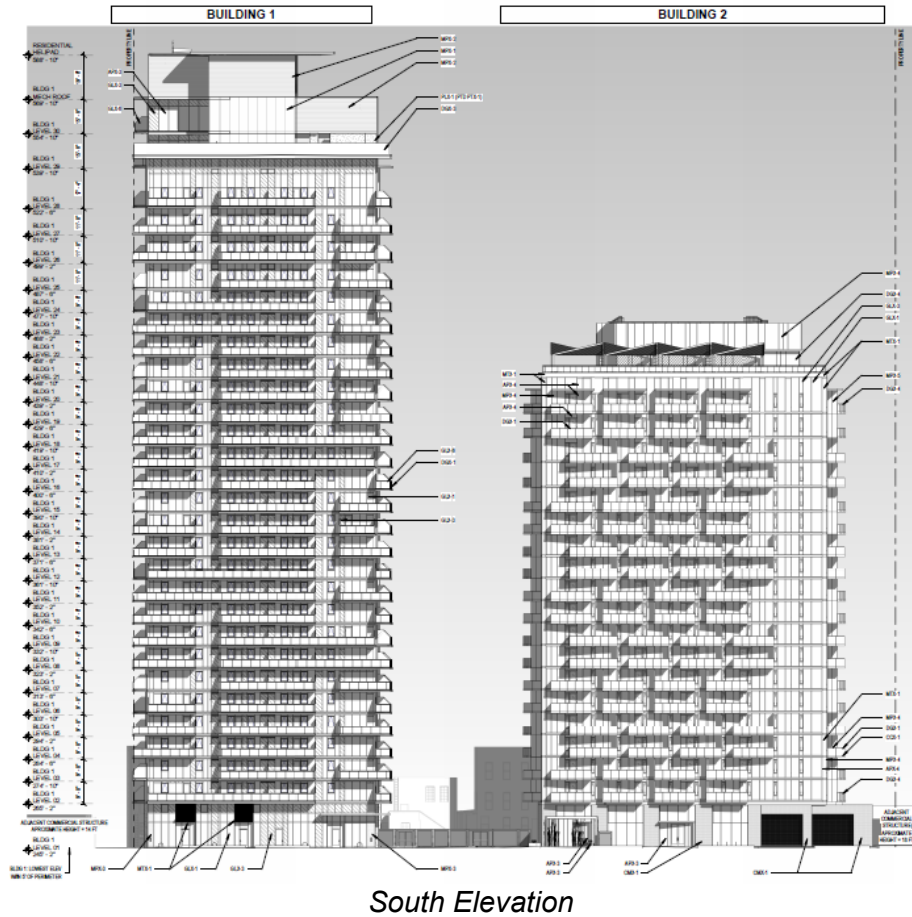
The Project Site is currently developed with seven buildings totaling approximately 63,530 square feet of floor area, ranging from one to three stories in height. Five buildings located on the northern portion of the Project Site that comprise approximately 56,686 square feet would be retained for six live-work units along with 6,983 square feet of office space, 25,739 square feet of retail space, and 2,109 square feet of warehouse space. The two buildings on the southern portion of the property, totaling approximately 6,844 square feet and including one commercial building and one building with four live-work units, along with two open sheds and surface parking, would be demolished. As shown in the figure below, the seven existing buildings are situated on the northern portion of the Project Site, with five of the buildings to be retained (outlined in blue) fronting 7th Place, and the two buildings to be demolished (labeled in yellow) located immediately to the south and east of those buildings.



*Aerial View of Existing Development*

The 2025 Modified Project includes the construction of two new buildings totaling approximately 512,990 square feet and containing 474 new live-work units and ground floor commercial. The new buildings would include: Building 1, a 30-story residential tower approximately 344 feet tall to the top of the helipad, with 324 live-work units and 1,066 square feet of ground-floor commercial space; and Building 2, a 20-story tower approximately 226 feet tall, with 150 live-work units and 968 square feet of commercial space. Of the new units, 24 units would be reserved for Extremely Low Income Households and 53 units for Very Low Income Households, consistent with Measure JJJ affordability requirements. If the residential units are instead offered for sale, a minimum of 11 percent (53 units) would be set aside for Very Low Income Households in compliance with Measure JJJ. Pursuant to LAMC Section 11.5.11(a).4, if both rental and for-sale units are provided, the Project would comply with the applicable provisions for each unit type.

Combined with the existing development that includes six live-work units and 34,831 square feet of commercial, the 2025 Modified Project totals 480 live-work units and 36,805 square feet of commercial, for a total floor area of 569,676 square feet and a Floor Area Ratio (FAR) of 6.0:1.



South Elevation

### Project Design and Architecture

As shown in the renderings below, the 2025 Modified Project includes two new high-rise residential buildings designed in a contemporary architectural style. The buildings use concrete and glass materials and reflect the industrial character of the Arts District through stacked forms and modular design that resemble shipping containers or pallets. Both towers have facades with recessed windows and projecting balconies that create visual interest and reduce the buildings' scale and massing. The ground floors include tall glass storefronts approximately 20 feet high that activate the paseo and surrounding streets. The paseo between the buildings is designed as a landscaped public space with trees, planting areas, lighting, and seating to encourage pedestrian use.



*View of Proposed Building 1 and Paseo from Building 2 (looking west)**View of Proposed Building 2 from Violet Street (looking east)*

### **Open Space and Landscaping**

Based on the number of units and the mix of unit types, the 2025 Modified Project is required to provide a minimum of 65,350 square feet of residential open space, pursuant to LAMC Section 12.21 G. The 2025 Modified Project would exceed that by providing a total 73,599 square feet of open space, with 49,899 square feet of residential common open space (including a 17,400 square-foot, ground floor outdoor publicly accessible landscaped paseo), and 23,700 square feet of private residential open space in the form of balconies. Indoor common open space includes 9,077 square feet of indoor spaces, including lounge areas and a fitness center which would be located on Levels 29 and 30 of Building 1, and on the ground floor and Level 20 of Building 2. There would also be 40,822 square feet of outdoor common open space and amenities that would be split between the ground level and the top levels of Buildings 1 and 2, and would feature pools, a sports court, seating areas, and landscaped open space.

As shown in the figure below, a publicly accessible paseo would function as a landscaped corridor connecting Violet Street with 7th Place, featuring shaded island planters, sculptural gardens with art installations, and a variety of seating options with both moveable and fixed furniture. Portions of the building facades along the paseo would be designated for murals and a public art display. The paseo would be open to the public during business hours; outside of business hours, the paseo would be secured with gates at its entrances along Violet Street, 7th Place, and the alleyway.



Additional ground floor outdoor amenities include a pet relief area adjacent to Building 1, a sports court, and outdoor seating with a covered trellis adjacent to the commercial space at the base to Building 2.

In accordance with LAMC Section 12.21 G.3(a), the 2025 Modified Project is required to provide at least 25 percent (8,169 square feet) of the common open space as planted open space. The Project meets this requirement by providing over 11,000 square feet of planted areas across the ground floor and at Building 1's rooftop amenity spaces. As shown in the rendering above, the 2025 Modified Project would include landscaping throughout the open space areas, including larger trees within the paseo and smaller trees and shrubs along the various amenity areas and eastern property line. While no street trees currently exist along the Project Site's perimeter, the 2025 Modified Project would install street trees along Violet Street to comply with the Bureau of Street Services Urban Forestry Division's standards. Overall, a total of 119 on-site trees would be provided in accordance with the LAMC's requirement of one tree per four dwelling units, along with six street trees along the Violet Street frontage.

## **Parking**

### *Vehicle Parking*

The 2025 Modified Project qualifies for the Central City parking exception per LAMC Section 12.21.A.4. Parking accommodations would include 798 vehicle parking spaces within six subterranean levels. Access to underground parking would be provided via the alley on the western side of the Project Site and on Violet Street on the southeast corner of the Project Site. The 2025 Modified Project would also provide 292 bicycle parking spaces, consisting of 260 long-term and 32 short-term spaces. Bicycle parking would be located in both buildings adjacent to their entrances, within the ground floor paseo, and in the six subterranean parking levels.

### *Bicycle Parking*

Pursuant to LAMC Section 12.21 A.16 and based on the mix of residential and commercial uses, the 2025 Modified Project is required to provide 32 short-term and 260 long-term bicycle parking

spaces. The 2025 Modified Project would exceed these requirements, with 46 short-term and 260 long-term spaces proposed. All short-term bicycle parking would be located on the ground floor level with various locations including in front of each building along Violet Street, within the paseo next to Building 1 and at the 7th Place paseo entrance. Long-term bicycle parking would be located on Levels P1-P6.

### **Access and Circulation**

Vehicular access to the Project Site would be provided via one driveway along Violet Street and one driveway along the alley that abuts the Project Site to the west, which would both provide access to the connected subterranean parking garage. The loading area for Building 1 would be accessed via an additional driveway in the alley west of the Project Site and the loading area for Building 2 would be accessed from the driveway on Violet Street. Trash pickup for Building 1 would be accessed from the alley west of the Project Site and trash pickup for Building 2 would be accessed from the Violet Street driveway.

Pedestrian access would be provided from adjacent sidewalks and public right-of-way on Violet Street and 7th Place. Internally, pedestrian circulation to both the residential and retail/restaurant uses would be accommodated via the paseo connecting existing buildings with the proposed buildings. Beginning at Violet Street and walking north, the paseo would split into two smaller pedestrian corridors, providing access to all ground floor commercial uses, 7th Place to the north, and the alley to the west. All driveways and access would be designed in accordance with City of Los Angeles Department of Transportation (LADOT) standards.

### **Project Design Analysis**

#### *Citywide Design Guidelines*

The Citywide Design Guidelines, adopted by the City Planning Commission in 2011 and updated in 2019, establish urban design expectations and best practices for residential, commercial, and industrial projects. Approved projects should substantially comply with the Guidelines or meet their objectives through alternative approaches. The Guidelines may also be used to condition approved projects. Focused on three main principles of Pedestrian First Design, 360 Degree Design, and Climate Adaptive Design, the Guidelines promote high quality mixed-use development by encouraging an active street presence, appropriate height and massing, contextual compatibility, and enhanced public realm engagement.

#### Pedestrian-First Design

The Citywide Design Guidelines emphasize Pedestrian-First Design as a key principle to create safe, engaging, and human-scaled environments. This approach focuses on promoting a safe, comfortable, and accessible pedestrian experience for all users; carefully integrating vehicular access to avoid compromising pedestrian safety and comfort; and designing projects to actively engage with streets and public spaces while maintaining a human scale.

The 2025 Modified Project would promote a safe and comfortable pedestrian experience by constructing new sidewalks along Violet Street and 7th Place where new construction would occur, all built to meet BOE standards. A landscaped ground floor paseo with seating and public art would provide a pleasant, accessible corridor that connects the site north to south and east to west. Additionally, a large garden and courtyard area in front of Building 2 would offer inviting open space for residents and visitors to gather and relax.

Vehicular access is also carefully designed to minimize impacts on the pedestrian environment. All parking for residential and commercial uses would be provided underground across six subterranean levels, reducing vehicular activity at the surface level to help maintain a safe and comfortable pedestrian environment. Two driveways would be located away from the busiest pedestrian areas, one accessed via the alley and the other positioned at the far east end of Violet Street. Both are set away from the widest section of the ground floor paseo. Building lobbies for both Buildings 1 and 2 face Violet Street, further prioritizing pedestrian engagement along the street frontage.

The 2025 Modified Project is designed to actively engage with streets and public spaces while maintaining human scale. Ground floor facades feature up to 20-foot floor to ceiling glass and recessed entries, along with a variety of uses that activate the street frontage, such as a small storefront, lobby, and office in Building 1, and a café, lobby, and community rooms in Building 2. These elements create visual interest and a welcoming pedestrian environment, including along the existing buildings fronting 7th Place. Publicly accessible spaces, such as the ground floor paseo would connect to multiple access points from the north at 7th Place, the west at the alley, and the south at Violet Street, encouraging pedestrian activity and interaction throughout the site.

### 360 Degree Design

The 360 Degree Design principles encourage projects to respond thoughtfully to their surrounding context, express a unified architectural concept, provide amenities that foster community interaction, and arrange site elements to ensure user safety and comfort.

The 2025 Modified Project responds to its context by incorporating a mix of scales and uses that reflect the evolving character of the Arts District. Massing and setbacks respect existing adjacent structures, including the retained buildings on the northern portion of the site, with the paseo serving as a landscaped buffer. Building 2 is 20 stories but set back behind an approximately 60-foot deep courtyard to enhance the transition to Violet Street and the nearby Los Angeles River. At the northeast end, a sports court adjacent to the three-story live-work building provides a buffer that complements the lower-scale development along 7th Place.

The 2025 Modified Project's building design features balconies arranged like stacked pallets, inspired by the industrial-style buildings that have historically comprised the Arts District neighborhood. Transparent glazing, metal panels, and concrete finishes create a modern industrial look, complemented by vertical and horizontal architectural accents. The five retained buildings have varied colors and styles, enabling the new construction to complement and enhance the existing diverse architectural character.

Indoor and outdoor amenities are distributed throughout the Project Site to foster resident interaction and support community building. In addition to the sports court on 7th Place, Building 2 includes a ground floor community room as well as a large courtyard garden in front of the building, and both buildings have a pet spa, fitness centers, a ground level restaurant or café, and landscaped rooftop terraces with seating and pools.

Finally, the 2025 Modified Project is carefully designed to protect residents and visitors. Residential lobbies and commercial entries face Violet Street and are clearly defined and separated from vehicular access points, which are limited to two driveways: the garage entrance for Building 1 located in the alley, and the driveway for Building 2 positioned at the furthest east end of Violet Street, both away from the most active pedestrian areas. Active ground floor uses and lighting throughout the Project Site, including both along the external street frontages and internal to the property along the paseo, enhance visibility and promote passive surveillance.

### Climate-Adaptive Design

The Climate-Adaptive Design guidelines encourage protecting natural resources, configuring site layout to reduce energy demand and improve comfort, and enhancing green features to capture stormwater and support habitat. The Project Site contains no protected trees or shrubs; however, the Project proposes to replace all of the existing non-protected ornamental trees on-site with 119 new on-site trees and six street trees along Violet Street. Drought-tolerant landscaping on the paseo and rooftops further enhances green features, helping capture stormwater and improve site sustainability. Additionally, the 2025 Modified Project is designed to comply with the Los Angeles Green Building Code and CALGreen construction protocols, including the provision of electric vehicle parking spaces and solar energy infrastructure pursuant to the most recent code requirements at the time of building permits.

### **Requested Entitlements**

In order to develop the 2025 Modified Project, the Applicant has requested the following land use entitlements:

#### *Vesting Zone Change*

The 2025 Modified Project involves a Vesting Zone Change ordinance to amend the Qualified [Q] Conditions of the previously approved Zone Change Ordinance No. 187,209, which zoned the site [T][Q]C2-2-RIO. As previously discussed, the 2025 Modified Project is vested in the provisions of this zoning designation; however, multiple Q conditions from the vested zone change entitlement would need to be modified to reflect the 2025 Modified Project.

Q Condition No. 1 (Site Development) for the Project Site limits development to the scope of development which was originally proposed and approved under the 2021 Modified Project, specifically a maximum of 353 live-work units, a maximum 926 square foot community room, and a maximum of 244,063 square feet of office and commercial use, tied to a different building design under the 2021 Exhibit A building plans. In addition, Q Condition 6 (Housing Requirements) requires 39 units for Very Low Income and 18 units for Extremely Low Income. Q Condition 7 (Pedestrian Paseo) requires a minimum 12,280 square foot paseo.

These three Q conditions would be updated to reflect the shift away from commercial office space in favor of significantly more residential units (474 live/work units), while keeping the overall size (FAR) and historical preservation elements virtually identical to the 2021 Project. In addition, an updated Exhibit A building plan set would be incorporated, and conditions would be updated to reflect an increased number of affordable housing units (53 units for Very Low Income and 24 units for Extremely Low Income), and an increase in the size of the paseo to 17,400 square feet.

In addition, the project is permitted Developer Incentives pursuant to LAMC Section 11.5.11(e). The 2021 Modified Project was granted a 0-foot side yard along the eastern elevation. The current project also includes this request, as well as an additional request for a 17-foot 10-inch building separation in lieu of the otherwise required 57 feet.

#### *Project Review*

The 2025 Modified Project requires Project Review approval as it results in a net increase of 50 or more dwelling units. Conditions of Approval would be updated to reflect the modified design.

## **Environmental Analysis**

The City of Los Angeles prepared an Environmental Impact Report (EIR) under Case No. ENV-2017-438-EIR (SCH No. 2018051050) detailing the relevant environmental impacts resulting from the Original Project. The EIR included the Draft EIR for the 2143 Violet Street Project published in June 2020, the Final EIR dated December 2020, and the Erratum dated February 2021.

The EIR identified the following significant and unavoidable impacts: Project Level On-site Construction Noise, Cumulative On-Site Construction Noise, Project Level On-site Construction Vibration – Human Annoyance, Cumulative Off-Site Operation Noise) and Transportation (Vehicle Miles Traveled). The City published an Errata for the Project in February 2021, to clarify and make insignificant changes to the EIR regarding a minor clarification between truck trips and truck loads.

The Deputy Advisory Agency (DAA) certified the EIR on February 23, 2021, in conjunction with the approval of Case No. VTT-74890-CN, and adopted a Statement of Overriding Considerations, finding that the Project's benefits outweighed the identified environmental impacts. This decision was subsequently appealed to the City Planning Commission, who denied the appeal, sustained the decision of the DAA. A First Addendum, dated August 2021, was subsequently prepared for the 2021 Modified Project, which reduced the residential building height by six stories and increased the office building height by one story. On September 15, 2021, the City Council approved the EIR and First Addendum, in conjunction with the 2021 Modified Project.

The Second Addendum, dated March 2026, prepared for the 2025 Modified Project, was approved by a DAA on April 24, 2026, in conjunction with the approval of the related Modified VTTM, Case No. VTT-74890-CN-M1. The Second Addendum analyzed the additional proposed modifications compared to the 2021 Modified Project and demonstrated that all of the potential environmental impacts associated with the proposed modifications would be within the envelope of the impacts already evaluated in the Certified EIR. No changes were made to the EIR's mitigation measures.

## **Public Hearing and Communications**

A joint public hearing was held virtually via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on April 15, 2026 for the related Modified VTTM and Project entitlements herein (see Public Hearing and Communications, Page P-1). The hearing was attended by the Applicant team and one member of the public. At the public hearing, the Project team provided a presentation of the project, but no members from the general public provided comments. No written comments have been provided as of the time of finalization of this staff recommendation report.

## **CONCLUSION**

The 2025 Modified Project would provide 474 new live/work residential units and 2,034 square feet of new commercial uses while retaining 56,686 square feet within five buildings with office, retail/restaurant, warehouse, and six live-work units. Of the 474 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 24 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 53 units) would be set aside for Very Low-Income Households; or, if the residential units are for-sale, then instead, 11 percent of the total proposed for-sale units (up to 53 units) would be set aside for Very Low Income Households. Thus, the 2025 Modified Project would assist in addressing the shortage of housing in the City, including affordable housing, while retaining and creating job-producing uses in the Arts District neighborhood. The 2025 Modified Project's beneficial mix of uses, design, location, and other features would be complementary with the surrounding neighborhood. Based on the information submitted, the lack of public testimony or opposition received at the

public hearing, the analysis in the EIR, and the whole of the record, staff recommends that the City Planning Commission adopt and approve the 2025 Modified Project as conditioned herein.

## (Q) QUALIFIED CONDITIONS

Pursuant to Section 13B.1.4 of Chapter 1A of the LAMC, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification. These conditions shall supersede and replace those of (Q) Qualified Conditions of Ordinance No. 187,209.

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, attached to the subject case file. No change to the plans 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. 474 new live/work units (480 total live/work units)
  - b. 2,034 new square feet of commercial space (36,865 total square feet of commercial)
2. **Setback.** The Project shall be permitted a zero-foot side yard in lieu of the 16 feet otherwise required by LAMC Section 12.14 C.2 for the residential floors along the eastern property line.
3. **Building Separation.** The Project shall be permitted a 17-foot, 10-inch building separation between residential Building 1 and Building 2, in lieu of the 57 feet otherwise required by LAMC 12.21 C2.
4. **Affordable Housing.** Prior to the issuance of a permit, the Project shall submit proof of compliance with the Affordable Housing provisions of Los Angeles Municipal Code Section 11.5.11.
5. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units shall be consistent with LAMC Section 11.5.11.
6. **Labor Requirement.** Pursuant to Los Angeles Municipal Code Section 11.5.11, certified by City Council on December 13, 2017 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 percent 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 percent 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 percent 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.
    - a. 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.
7. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 11 percent of the proposed dwelling units available to Very Low Income Households and 5 percent for Extremely Low Income Households (for rental) or 11 percent of the proposed dwelling units available to Very Low Income Households (for sale) as determined to be affordable to such households by LAHD for a period of 55 years. (If the Project includes both for-sale and rental units, the provisions of LAMC 11.5.11.(a).4 that apply to for-sale units shall apply to the applicable portion of the Project and the provisions that apply to rental units shall apply to the applicable portion of the Project). Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file.
8. **Pedestrian Paseo.** A minimum 17,000 square-foot publicly accessible paseo shall be provided on the ground floor to enhance public access from Violet Street to East 7th Place, as shown in Exhibit A. The paseo shall remain open and accessible to the public during business hours, seven days a week.

## CONDITIONS OF APPROVAL

Pursuant to LAMC Section 13B.2.4, the following conditions are hereby imposed upon the use of the subject property.

### Project Review Conditions

1. **Site Development.** The use and development of the Property shall be in substantial conformance with the plans stamped Exhibit A, dated June 1, 2026. No change to the plans 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 Municipal Code or the Project conditions.
2. **Open Space.** The residential open space plans of Exhibit A, dated June 1, 2026, shall be revised to comply with any applicable requirements of LAMC 12.21 G.
3. **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. Minor deviations from the requirements provided below may be permitted by the Department of City Planning.
4. **Vehicular Parking.** All vehicle parking shall be accommodated in the subterranean parking garage.
5. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental or for sale units, with the exception of all Restricted Affordable Units, which shall include any required parking in the base rent or sales price, as verified by LAHD.
6. **Pedestrian Paseo.** A minimum 17,000 square-foot ground floor, publicly accessible, landscaped paseo shall provide public access from 7th Place and Violet Street, as shown in Exhibit A, Project Plans, dated June 1, 2026.
  - a. The courtyard and paseos shall remain open and accessible to the public during business hours, seven days a week.
  - b. No motorized vehicles shall be permitted, except for emergency vehicles used during an emergency.
  - c. The courtyard and paseo areas will be maintained in good condition for the life of the Project.
7. **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.
8. **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.
  9. **Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.
  10. **River Improvement Overlay.** The Project shall comply with the River Improvement Overlay requirements set forth in LAMC Section 13.17. RIO approval shall be obtained prior to the issuance of building permits per the instructions as shown in ZI-2358.
  11. **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.
  12. **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.
  13. **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 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.
  14. **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.
  15. **Mechanical Equipment.** All mechanical equipment shall be fully screened from view of any abutting properties and the public right-of-way.
  16. **Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way. Trash receptacles shall be enclosed and/or covered at all times. Trash/recycling containers shall be locked when not in use.
  17. **LADOT Corrective Measures.** Traffic Signal Warrant Analysis - In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. When choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. This traffic study included traffic signal warrant for Santa Fe Avenue

and Violet is warranted as it satisfies the peak hour volume warrant for a signal based on future projected traffic volumes.

Any proposed signal installation is subject to final approval by DOT. During the building permit approval process for this project, the applicant should work with DOT's Central District Office for a final determination on the need for traffic signals at these locations. 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 DOT makes the determination that a traffic signal is warranted and needed at the intersection, then the applicant would be responsible for the full cost to design and install the new signal.

### **Environmental Conditions**

18. **Implementation.** The Mitigation Monitoring Program (MMP), attached as "Exhibit D" and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

19. **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.

20. **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.

21. **Inadvertent Discovery of Tribal Cultural Resources.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any Ground Disturbance Activities (demolition, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, potholing, pavement removal, grubbing, tree removals, boring or a similar activity at the project site), the potential tribal cultural resources shall be properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all Ground Disturbance Activities in the immediate vicinity of the find, i.e. within a radius of 60 feet, and contact the following: (1) all California Native American tribes that requested consultation on the proposed project; (2) and the Department of City Planning.
- The applicant shall retain a qualified archaeological monitor, identified as principal personnel who must meet the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California, and shall ensure that all other personnel associated with and hired for the archaeological monitoring are appropriately trained and qualified.
- If the archaeological monitor determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the Applicant shall consult with the archaeological monitor and with the Gabrieleño Band of Mission Indians – Kizh Nation tribe on the recommended disposition and treatment of any Tribal Cultural Resource encountered during all Ground Disturbing Activities.
- The Applicant shall implement the tribe's recommendations if a qualified archaeologist and a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the Gabrieleño Band of Mission Indians – Kizh Nation tribe that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities in the vicinity of the find (i.e. within a radius of 60 feet) until this plan is approved by the City.
- If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by the Gabrieleño Band of Mission Indians – Kizh Nation tribe, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified

archaeologist and by the Gabrieleño Band of Mission Indians – Kizh Nation tribe and determined to be reasonable and appropriate.

Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

22. **Inadvertent Discovery of Human Remains.** In the event that human skeletal remains are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5 which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event human skeletal remains are discovered during construction or during any ground disturbance activities, the following procedures shall be followed:
- Stop immediately and contact the County Coroner:
    - 1104 N. Mission Road
    - Los Angeles, CA 90033
    - 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
    - 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
  - If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
  - The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - The most likely descendent has 48 hours to make recommendations to the Applicant, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
  - If the Applicant does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

### **Administrative Conditions of Approval**

23. **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.
24. **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.
25. **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.
26. **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.

27. **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.
28. **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.
29. **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.
30. **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.

31. 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

### Vesting Zone Change Ordinance and “Q” Classification

**1. The action substantially conforms to the purposes, intent and provisions of the General Plan.**

The Project proposes the demolition of approximately 6,844 square feet of existing buildings and two open sheds for the construction of a two-tower, mixed-use development with 474 new live-work units, including 24 units for Extremely Low Income Households and 53 units for Very Low Income Households, and 2,034 square feet of retail and restaurant space. Building 1 would be 30 stories (344 feet) in height and Building 2 would be 20 stories (226 feet) in height. Five existing buildings totaling 56,686 square feet and including six live-work units would be retained, resulting in a combined total of 480 live-work units and 34,831 square feet of commercial uses. In total, the Project would include 569,676 square feet of floor area on a 2.18-acre site, for an FAR of 6.0:1.

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

Although the Project Site is now located within the boundaries of the Downtown Community Plan, which became effective on February 6, 2025, the Project retains vested rights based on the Successional Rights provisions of Chapter 1A of the LAMC Section 1.4.4 and based on the previously approved vested applications under VTT-74890-CN and CPC-2017-437-GPAJ-ZVC-HD-VCU-MCUP-SPR, which approved a General Plan Amendment to change the land use designation of the Project Site to Regional Center Commercial, and a Vesting Zone Change and Height District Change to change the zoning on the Project Site to the [T][Q]C2-2-RIO Zone. Therefore, the Project is vested under the provisions of the former Central City North Community Plan, the Regional Center Commercial land use designation, and the [T][Q]C2-2-RIO Zone and accompanying Qualified “Q” Conditions under Ordinance No. 187,209, effective November 5, 2021.

#### **Framework Element.**

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

#### **Chapter 3: Land Use**

***Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically***

*depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

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

**Objective 3.4:** *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.*

**Policy 3.4.1:** *Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located:*

- a. *in a network of neighborhood districts, community, regional, and downtown centers,*
- b. *in proximity to rail and bus transit stations and corridors, and*
- c. *along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

The Project would provide a complementary mix of uses on site, including two residential towers with ground floor commercial uses, with up to 474 new live-work units, and 2,034 square feet of commercial space. In compliance with Measure JJJ, five percent of rental units (up to 24) would be set aside for Extremely Low-Income Households and 11 percent (up to 53) for Very Low-Income Households; if units are for-sale, 11 percent (up to 53) would be reserved for Very Low-Income households. Further, in accordance with LAMC 11.5.11(a).4, the Project would comply with applicable provisions if both rental and for-sale units are provided. The Project would retain five of seven existing buildings, including six vacant live-work units, for a total of 480 live-work units, and focus new development on underutilized surface parking areas.

The Project would provide 73,599 square feet of open space throughout the Project Site comprised of common outdoor spaces, indoor communal spaces, and private open space. The primary publicly accessible open space amenity would be a ground-level, 17,400-square-foot landscaped pedestrian paseo between Building 1 and Building 2 that would connect Violet St, 7th Place, and the alley to the west. Tenant open space would include indoor and outdoor common amenity areas including a sports court, pools, fitness centers, indoor lounge and outdoor landscaped seating areas, as well as private balconies.

The new residential and commercial uses would be located near multiple local and regional bus lines, including a Metro Local Line 60 stop approximately 200 feet west of the site, providing direct connections to Pershing Square and 7th Street/Metro Center. The Project would concentrate development on an infill site within the evolving Arts District neighborhood, adjacent to existing activity centers and well-served by transit, accommodating future residents, employees, and visitors while promoting a more livable, transit-oriented neighborhood.

#### Chapter 4: Housing

The Project will be consistent with the relevant goals and objectives of the Framework Element (Chapter 4), including the following:

**Goal 4A:** *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

**Objective 4.1:** *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.*

The Project would provide 474 new live-work units (480 total on-site, including six existing units to remain in retained buildings), thereby expanding the City's housing supply in an infill location consistent with the Community Plan. In connection with the requested Vesting Zone Change Ordinance, the Applicant has requested Developer Incentives pursuant to LAMC Chapter 1A 13.B.1.4 to allow a zero-foot side yard along the eastern property line and a 17-foot 10-inch building separation in lieu of the otherwise required 57 feet, which enables the Project to maximize housing production. In compliance with Measure JJJ, five percent of the total rental units would be set aside for Extremely Low-Income Households and 11 percent for Very Low-Income Households (or, for for-sale units, 11 percent for Very Low-Income Households). Thus, the Project would provide both market-rate and affordable housing opportunities in proximity to employment centers, transit, and amenities in the Arts District, furthering the City's housing goals while avoiding encroachment into low-density residential neighborhoods.

The Project is located within an infill site in the Arts District, and would provide new housing opportunities near employment centers, transit, entertainment, and amenities, thereby reducing reliance on the automobile and enhancing neighborhood livability. Rather than encroaching into low-density residential neighborhoods, the Project would add housing in a heavily urbanized and centrally located area already transitioning with mixed-use and live-work developments. Accordingly, the Project supports the City's housing goals by increasing the overall housing supply, providing affordable housing opportunities, and strengthening the range of housing options available in Downtown Los Angeles.

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

**Goal 5A:** *A liveable 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 citywidescales.*

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

**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 proposes a number of pedestrian improvements that would enhance walkability and create a more livable public realm. These include new sidewalks, landscaping, lighting, street trees, and a publicly accessible ground floor paseo that would provide a new connection between 7th Place, Violet Street, and the adjacent alley. The paseo would

feature seating, shade, and public art to enhance connectivity and comfort, creating a welcoming space for residents and visitors. Both residential towers would include active ground floor commercial uses that contribute to the pedestrian experience, while Building 2 would also provide a community room and café, as well as a large, landscaped courtyard. Additional resident amenities include pet-friendly spaces such as a pet spa and relief area, landscaped rooftop terraces with seating and pools, and outdoor gathering areas. Together, these features would reinforce a strong pedestrian orientation and provide spaces that serve as focal points of activity and investment within the community.

The Project is also carefully designed to ensure safety and functionality for both residents and visitors. All residential lobbies and commercial entries would front Violet Street and be clearly defined and separated from vehicular access points. Vehicular access would be limited to two driveways: the garage entrance for Building 1 located in the alley, and the driveway for Building 2 positioned at the eastern end of Violet Street, both intentionally sited away from the most active pedestrian areas. Active ground floor uses and lighting would enhance visibility and promote passive surveillance, while pedestrian paths would be clearly marked and building access secured and well-lit. By combining these design elements, the Project would improve the quality of development and contribute to a safer, more inviting pedestrian environment in the Arts District.

#### Chapter 7: Economic Development

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

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

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

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

**Policy 7.2.8:** *Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.*

The Project would redevelop a portion of the Project Site with a mixed-use development comprised of 474 new live-work units and approximately 2,034 square feet of new commercial space to be used for retail and restaurants. Additionally, the Project would retain five existing buildings located on the northern portion of the Project Site that comprise approximately 56,686 square feet. The existing buildings would be retained with six live-work units, along with office, retail, restaurant, and warehouse uses. As a result, the Project balances the introduction of new residential uses with the continuation of existing homes and job-producing uses.

The Project would provide for a mix of productive commercial uses along with new live-work housing, consistent with the vested Central City North Community Plan, which encourages continued and expanded live-work uses along with commercial and light industrial uses in Regional Center areas. By combining new retail and restaurant uses with the retention of

existing office, retail, and warehouse spaces, the Project would help sustain a robust commercial base. It is anticipated that the Project would generate approximately 14 net new on-site jobs and would contribute ongoing revenue to the City in the form of sales and property taxes.

The proposed uses are compatible with and complement the existing mix of live-work, office, restaurant, and retail uses on-site and within the surrounding Arts District neighborhood. The development is located within an infill area in proximity to employment centers, entertainment, and amenities. The Project would not encroach on low-density residential neighborhoods. Access to public transit is provided throughout Downtown, including several local and regional bus lines with connections to Pershing Square and 7th Street/Metro light rail stations. Specifically, a bus stop for the Metro Local Line 60 is located at the corner of Santa Fe Avenue and Violet Street, approximately 200 feet west of the Project Site.

The Project sustains economic growth and a robust commercial base by retaining and enhancing job-producing uses, redeveloping an underutilized surface parking area, and introducing new live-work housing and commercial uses in an area already transitioning toward mixed-use development. In doing so, the Project aligns with broader City policies that emphasize infill growth near activity centers and transit.

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

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

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

**Policy 7.3.3:** *Prioritize the retention and renewal of existing industrial businesses.*

The Project would be consistent with the above goal, objective, and policies because it would provide 474 new live-work units, 2,034 square feet of new commercial space for retail and restaurants, and retain existing office, retail, restaurant, and warehouse uses on-site, thereby supporting a City with thriving and expanding businesses. These new and retained uses would be located in proximity to existing residential and employment centers in the surrounding neighborhoods, as well as the proposed residential uses on-site, helping to sustain economic growth while complementing the existing mix of uses in the immediately surrounding area. By retaining existing commercial and industrial uses within walking distance of residential areas and introducing new productive uses, the Project advances the retention and renewal of businesses, maintains neighborhood commercial activity, and enhances the overall economic vitality of the Arts District and the urban core of the City.

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

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

**Policy 7.9.1:** *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental.*

The Project would be consistent with the above goal, objective, and policy because it would provide 474 live-work units, including one-, two-, and three-bedroom units, along with 2,034 square feet of new commercial space for retail and restaurants. Of the 474 new live-work

units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 24 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 53 units) would be set aside for Very Low-Income Households. If the residential units are provided for-sale, then instead, 11 percent of the total proposed for-sale units (up to 53 units) would be set aside for Very Low-Income Households. Further, in accordance with LAMC Section 11.5.11(b) of Chapter 1, if both rental and for-sale units are provided, the Project shall comply with the applicable rental and for-sale provisions. The Project would increase residential density and develop a greater number of housing units on this site, consistent with City objectives to provide a range of housing types and costs and encouraging production of new housing.

By enabling the construction of both market-rate and covenanted affordable housing in proximity to jobs, services, and transit, and by retaining existing commercial and residential uses on-site, the Project would provide a diverse range of housing opportunities and help ensure that future population growth is accommodated within a mixed-use, walkable infill area of the Arts District.

### **Housing Element**

The City's Housing Element for 2021-2029 (Housing Element) was adopted by the Los Angeles City Council on November 24, 2021. While the Project would provide new residential uses, that the Project Site is not identified as a candidate site in the Housing Element. Nonetheless, the Project would be in conformance with Senate Bill (SB) 166, which was adopted on September 29, 2017 and amended Government Code Section 65863, also known as the No Net Loss Law. SB 166 requires that jurisdictions maintain sufficient adequate sites throughout the Housing Element planning period to meet remaining unmet Regional Housing Needs Assessment (RHNA) goals for each income category. As jurisdictions make land use or zoning decisions, or as development occurs, they must assess their ability to accommodate new housing in each income category on remaining sites in their Housing Element inventories, and identify additional sites if necessary.

SB 166 also requires that any reduction in allocated density on an individual project site be consistent with the City's General Plan and that remaining sites in the Housing Element be adequate to meet the City's RHNA allocation. The Project would develop 474 net new residential units, and therefore would not conflict with any No Net Loss requirements.

The Project is consistent with the following Goal, Objectives, and Policies of the Housing Element:

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

***Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.***

***Policy 1.1.2: Account for existing housing needs when planning for future development by conducting analysis to develop and incorporate a buffer above household projections.***

As proposed, the Project would provide 474 new live-work units, including one-, two-, and three-bedroom units. Of these units, in compliance with Measure JJJ, five percent of the rental units (up to 24 units) would be set aside for Extremely Low-Income Households and 11 percent of the rental units (up to 53 units) would be set aside for Very Low-Income Households. If the units are provided for-sale, 11 percent (up to 53 units) would be set aside for Very Low-Income Households. Further, in accordance with LAMC Sec. 11.5.11(b) of

Chapter 1, if both rental and for-sale units are provided, the Project shall comply with the applicable rental and for-sale provisions.

As of August 26, 2025, the City's remaining RHNA allocation for the 2021-2029 planning period is 110,694 Very Low-Income Units, 62,625 Low-Income Units, 74,249 Moderate-Income Units, and 168,892 Above-Moderate-Income Units, with a remaining capacity of 330,056 Very Low-Income Units, 332,096 Low-Income Units, 63,107 Moderate-Income Units, and 139,842 Above-Moderate-Income Units. The Project Site is not identified as a candidate site, and while it would introduce new residential uses, the City's remaining RHNA capacity is sufficient to accommodate the Project's 474 live-work units. Accordingly, the Project's residential units would be accommodated within the City's overall housing capacity, ensuring consistency with City housing goals.

The Project is consistent with the vested Central City North Community Plan, which envisions Regional Center Commercial sites as locations for the introduction of live-work housing in proximity to creative office, retail, and light industrial uses. Located within an infill site in the Arts District, the Project would provide new housing opportunities near employment centers, transit, entertainment, and amenities, reducing reliance on the automobile and enhancing neighborhood livability. The Project would not encroach on low-density residential neighborhoods but would contribute to an area already transitioning with mixed-use and live-work developments. Accordingly, the Project supports the City's housing goals by increasing overall supply, providing affordable housing opportunities, and strengthening the range of housing options available in Downtown Los Angeles.

### **Transportation Element – Mobility Plan 2035**

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

The Project would be in conformance with following objectives and policies of the Mobility Element as described below.

#### **Chapter 2: World Class Infrastructure**

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

#### **Chapter 3: Access for All Angelenos**

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

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

***Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit***

*stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.*

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

The Project would provide access for all modes of travel, including vehicles, pedestrians, and bicycles, while introducing a complementary mix of new commercial and live-work uses. The Project would reduce vehicle miles traveled as on-site residents, employees, and visitors could utilize on-site or walk to nearby services, as well as live and recreate on-site. Public transit service in the vicinity includes multiple bus lines, with connections to Downtown subway stations such as Pershing Square and 7th Street/Metro Center. The closest stops include Metro Local Line 60, 200 feet west at South Santa Fe Avenue and Violet Street; Metro Local Line 62, 700 feet northwest at 7th Street and Santa Fe Avenue; Metro Line 18 at 6th Street and Mateo Street, 0.4 miles northwest; and Metro Local Line 66 at South Santa Fe Avenue and Olympic, approximately 0.5 miles south.

The Project would provide safe and convenient access to nearby neighborhood uses and transit options while supporting an active pedestrian and bicycle environment. Pedestrian access would be provided from adjacent sidewalks and public right-of-way on Violet Street and 7th Place, as well as the alley to the west. Internally, pedestrian circulation to both the residential and retail/restaurant uses would be accommodated via the paseo connecting existing buildings with the proposed buildings. Bicycle parking would be provided on-site for both short-term and long-term needs, with short-term parking conveniently located near building entrances throughout the Site and long-term bike parking located near the lobby on the ground level of Building 2.

All vehicular parking for residential and commercial uses is provided across six subterranean levels, minimizing surface-level traffic to maintain a safe and comfortable pedestrian environment. Vehicle access would be provided from the alley and the eastern end of the Violet Street frontage.

Additionally, the Project's (T) Conditions and related Vesting Tentative Tract Map include Bureau of Engineering requirements for improvements along Violet Street, 7th Place, and the alley located easterly of South Santa Fe Avenue. These improvements ensure consistency with Mobility Plan 2035 standards and support safe, convenient multimodal access throughout the Project Site.

### **Health and Wellness Element and Air Quality Element**

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

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

***Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive***

*and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.*

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

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

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

#### Air Quality Element

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

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

The Project would comply with applicable provisions of the CALGreen Code and the Los Angeles Green Building Code, which would serve to reduce the Project's energy usage

The Project would provide 474 live-work units, including one-, two-, and three-bedroom units, and would add 2,034 square feet of new commercial uses (retail/restaurant) to a neighborhood that is rapidly transitioning with mixed-use development and is well-served by public transit. By locating residential and neighborhood-serving uses in close proximity, the Project would reduce vehicle miles traveled and reliance on single-occupancy vehicle trips. The Project would also include a publicly accessible paseo, providing open space for employees, visitors, and residents, contributing to a healthy urban environment.

The Project would provide short- and long-term bicycle parking throughout the Project Site, with long-term bicycle parking conveniently located near building entrances. Restrooms would be provided on the ground level of both buildings and P1 level of the subterranean garage. These amenities would encourage alternative modes of transportation and the associated improvements in public health.

In addition to adhering to smart growth principles of infill development near employment centers and public transportation, the Project would incorporate sustainable building features to reduce energy and water use, including high-efficiency plumbing fixtures, weather-based irrigation controllers, water-efficient landscaping, and Energy Star appliances. The Project's energy efficiency features, combined with its location near transit, would reduce the energy and emissions footprint of the Project and per capita greenhouse gas emissions from private automobile travel.

As conditioned, the Project would be consistent with the relevant policies of the Health and Wellness and Air Quality Elements, promoting a healthy built environment, supporting healthy working conditions, reducing air pollution, and encouraging land use patterns that reduce per capita greenhouse gas emissions.

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

The Project Site is vested under the provisions of the Central City North Community Plan, one of the Community Plans that collectively form the Land Use Element of the General Plan, with a land use designation of Regional Center Commercial, which envisions a variety of residential and commercial service and office uses. The Project is consistent with the following relevant objectives and policies:

Residential

**Objective 1-1:** *To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area to the year 2010.*

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

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

**Policy 1-3.1:** *Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.*

**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.*

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

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

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

The Project would provide 474 live-work units, including one-, two-, and three-bedroom units, with on-site affordable units in compliance with Measure JJJ: five percent of rental units (up to 24 units) for Extremely Low-Income Households and 11 percent of rental units (up to 53 units) for Very Low-Income Households. For-sale units would provide up to 11 percent (53 units) for Very Low-Income Households. By providing a mix of unit types and affordability levels, the Project expands housing supply adjacent to Downtown, facilitates co-location of housing with commercial and neighborhood services, and increases opportunities for lower-income households. The Project also uses incentives and flexible development standards to support live-work unit production, consistent with policies encouraging housing that is both affordable and responsive to contemporary work/living patterns.

The Project would include the construction of a new mixed-use development, comprised of two residential buildings of different heights. Building 1 located on the western portion of the Site would be 30 stories with a maximum height of approximately 344 feet to the top of the rooftop helipad. Building 2 located on the eastern portion of the Site would be 20 stories and approximately 226 feet tall. Both buildings would include ground floor commercial uses and residential amenities, with landscaped open space areas located between and around the towers. Although notably taller than existing immediately surrounding structures, the design of the Project incorporates elements to reflect the existing neighborhood character and identity and promote architectural compatibility. The towers would be consistent with the Arts District evolving neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes projects such as the approved 1100 East 5<sup>th</sup> Street Project (8 stories), 670 Mesquit Project (32 stories), 4th and Central Project (30 stories), the 520 Mateo Street Project (13 stories), Arts District Center Project (12 stories), and the ROW Downtown LA Project (8 stories). The two new buildings would be designed with a contemporary architectural style while reflecting the industrial character of the surrounding area by using a repetition of stacked components to resemble the structural rhythm of

stacked pallets. The new buildings would be constructed with concrete and glass exterior materials and each floor of the residential building would be staggered, with projecting balconies and recessed windows, to break up the buildings' facades. These proposed distinctive textures, colors, materials, and architectural features add visual interest and complement the neighborhood identity.

### 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 2-3.4:** *Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented areas 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 new ground floor commercial space would provide opportunities for new commercial development and services, strengthen the economic base, and expand 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, as well as to existing and proposed residential uses located nearby throughout the Arts District neighborhood.

The two new buildings would be designed to reflect the industrial character of the surrounding area and constructed with concrete and glass exterior materials, with staggered, projecting balconies and recessed windows to break up the buildings' facades. Parking would be fully provided in subterranean levels, improving the safety and aesthetics of parking areas in commercial areas. The mixed-use Project's ground floor street frontage would incorporate retail and restaurant uses, with design features such as 20-foot tall transparent storefront glass that would enhance the existing pedestrian street activity. A sports court would be sited adjacent to the existing, three-story live-work building at the northeast end, providing a buffer to the lower-scale development along 7th Place. These proposed distinctive features add architectural diversity, visual interest, and complement the neighborhood identity.

The Project would provide a publicly accessible paseo connecting Violet Street and 7th Place, with landscaped open space, seating, and ground floor retail, enhancing pedestrian

circulation and street-level activity. Streetscape improvements including sidewalks, street trees, and lighting further support a safe, connected, and walkable environment.

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.

**2. The recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

In 2021, the Los Angeles City Council approved a two-tower mixed-use development featuring 353 residential units and a commercial office tower under a zone change (Ordinance No. 187,209). A subsequent 2025 version of the project (Project) has since been proposed to replace the office tower with an entirely residential building, shifting the focus away from commercial use to deliver a net increase in new live-work and affordable units while keeping the overall floor area ratio and preservation elements similar to the 2021 plans. This change necessitates an ordinance to modify four of the original zone change's Qualified "Q" Conditions: Q Condition No. 1 (Site Development) to update the building design and project scope, Q Condition No. 6 (Housing Requirements) to reflect the increased number of required affordable units, Q Condition No. 7 (Pedestrian Paseo) to account for an expanded 31,001-square-foot public paseo area, and a new developer incentive to authorize a reduce building separation between the two towers.

The Project includes the construction of two new buildings totaling approximately 512,990 square feet and containing 474 new live-work units and ground floor commercial uses. The new buildings would include: Building 1, a 30-story residential tower approximately 344 feet tall to the top of the helipad, with 324 live-work units and 1,066 square feet of ground-floor commercial space; and Building 2, a 20-story tower approximately 226 feet tall, with 150 live-work units and 968 square feet of commercial space. Of the new units, 24 units would be reserved for Extremely Low Income Households and 53 units for Very Low Income Households, consistent with Measure JJJ affordability requirements. If the residential units are instead offered for sale, a minimum of 11 percent (53 units) would be set aside for Very Low Income Households in compliance with Measure JJJ. Pursuant to LAMC Section 11.5.11(a).4, if both rental and for-sale units are provided, the Project would comply with the applicable provisions for each unit type.

To accommodate the new development, two existing buildings on the southern portion of the Project Site, totaling approximately 6,844 square feet and including one commercial building and one building with four live-work units, along with two open sheds and surface parking, would be demolished. Five other existing buildings, located on the northern portion of the Project Site, would be retained for six live-work units along with 6,983 square feet of office space, 25,739 square feet of retail space, and 2,109 square feet of warehouse space. Combined with the existing development, the Project totals 480 live-work units and 36,805 square feet of commercial, for a total floor area of 569,676 square feet and a Floor Area Ratio (FAR) of 6.0:1.

Public Necessity. The Project would demolish two buildings, including four live-work units and two open sheds, and construct a 20-story building and a 30-story building, collectively containing 474 live-work units, of which five percent (24 units) would be deed-restricted for ELI households and 11 percent (53 units) would be deed-restricted for VLI households, along with 2,034 square feet of commercial uses and a publicly accessible paseo and ground floor courtyard connecting Violet Street and 7th Place. As such, the Project would support balanced growth through new housing, employment-generating uses, and

accessible open space, while providing much-needed restricted affordable housing units, in support of planning goals and providing a public benefit.

Additionally, the Project would be an infill development within the Arts District neighborhood which is rapidly transforming from an area with low-rise warehouses with industrial uses and a few residential buildings to an area with a more intense mix of residential, office, retail, and restaurant uses. The proposed amendment to the Vesting Zone Change Ordinance would be consistent with public necessity as it would introduce a greater amount of live-work units and affordable units to an area going through expanded growth; and would provide housing on an underdeveloped site that could otherwise support the economic goals for the City and the Downtown area. As such, the proposed amendment to the Vesting Zone Change Ordinance would be in conformity with public necessity.

Convenience. The Project would introduce new live-work units, employment opportunities, publicly accessible open space, and commercial uses to a centrally located neighborhood near housing, jobs, and transit. Additionally, the Project would activate the Project Site frontages by providing new ground floor retail/restaurant uses while preserving existing office, retail, and restaurant space. In addition, as previously discussed, as the seven existing buildings, sheds and surface parking encompass the entire site, there is currently no on-site outdoor open space. The Project would provide 63,882 square feet of open space, which would include new landscaping, rooftop decks, a ground floor public paseo, private residential balconies, and planting of trees. The paseo and courtyard accessible from Violet Street and 7th Place would enhance the public realm, offering places to eat, shop, and gather for residents and visitors.

In sum, the Project provides needed residential density with affordable housing near existing employment centers, entertainment, services, and transit. It would also create new retail/restaurant uses and open space for the neighborhood and promote pedestrian activity in the area. Accordingly, the proposed Vesting Zone Change Ordinance would be in conformity with the public convenience.

General Welfare. The proposed Vesting Zone Change Ordinance would promote the general welfare by providing 474 new live-work units, including units set aside for Extremely Low-Income and Very Low-Income Households, in a transit-accessible, centrally-located neighborhood. In compliance with Measure JJJ, five percent of the proposed rental units (up to 24 units) would be set aside for Extremely Low-Income Households, and 11 percent of the proposed rental units (up to 53 units) would be set aside for Very Low-Income Households. For for-sale units, 11 percent (up to 39 units) would be set aside for Very Low-Income Households, and if both rental and for-sale units are provided, the Project would comply with the applicable provisions of LAMC 11.5.11(a). These affordable housing provisions would help address the City's ongoing need for affordable housing.

The Project would retain existing office, retail, restaurant, and warehouse uses while adding new commercial space, thereby supporting local employment and economic activity. Publicly-accessible open space, including a paseo and ground floor courtyard, would enhance the urban environment for residents, employees, and visitors. By concentrating residential and commercial uses in a compact, walkable area, the Project would create a more active, vibrant, and safe neighborhood. Accordingly, the proposed Vesting Zone Change Ordinance is consistent with the public welfare.

Good Zoning Practice. The immediate vicinity is characterized by a mix of retail, restaurant, hotel, and office uses, along with produce wholesale, contained in low- and mid-rise buildings of varying ages. In this context, the proposed amendment represents good zoning

practice by introducing a balanced mix of residential and commercial uses that complement the surrounding development pattern.

The proposed Vesting Zone Change Ordinance would allow the development of 474 new live-work units, including 24 reserved for Extremely Low-Income households and 53 for Very Low-Income households, directly supporting the City's affordable housing goals. The Project would also provide 2,034 square feet of commercial space and retain existing office, retail, restaurant, and warehouse uses, sustaining and expanding local employment opportunities. Located near local and regional bus lines, the Project would reduce reliance on single-occupancy vehicles while providing approximately 73,599 square feet of open space, including 17,400 square feet of publicly accessible areas. The Project is consistent with the evolving Arts District, which has transitioned from low-scale industrial uses to a mixed-use neighborhood, including nearby proposed projects such as the 670 Mesquit Project (32 stories), 4th and Central Project (30 stories), and the Palmetto Project (21 stories). By integrating new residential, affordable housing, commercial, and public open space in a compact, transit-accessible area, the Project aligns with surrounding land use patterns and promotes orderly, balanced growth. Accordingly, the proposed Vesting Zone Change Ordinance represents good zoning practice by supporting housing, employment, and neighborhood vitality.

In addition, the Project Site is located within and subject to the River Improvement Overlay (RIO) due to its vested zoning, and would implement the Los Angeles River Design Guidelines by providing high-quality, visually appealing, and distinguishable architecture, locating all 798 vehicle parking spaces underground, and placing loading areas within the building or out of public view, thereby minimizing the visual impact of parking and loading on the streetscape.

Finally, as discussed in more detail in Finding No. 1, the redevelopment of the Project Site with residential and commercial uses is consistent with the objectives and policies of the Community Plan by providing a project that retains employment-generating uses on site that complement existing uses in the vicinity, while also providing much-needed live-work units with commercial land uses on the ground level, thereby promoting a more walkable lifestyle by locating commercial and residential uses together and within proximity of transit and existing job centers and services. Therefore, the Vesting Zone Change Ordinance would be in conformity with good zoning practices and consistent with development patterns in the immediate vicinity.

### **3. "Q" Classification Findings.**

Per LAMC Section 13B.1.4, the current action, as recommended, has been made contingent upon compliance with updated "Q" conditions of approval imposed herein for the Project. The "Q" Conditions that limit the scale and scope of future development on the site, as well as ensure a publicly accessible paseo, are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, and to secure an appropriate development in harmony with the General Plan.

### **Project Review Findings**

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

The Project includes the demolition of two of the seven on-site buildings, two open sheds, and surface parking areas located on the southern portion of the Site, and the construction of a new mixed-use development, comprised of two residential towers with up to 474 new live-work units, including 24 units for Extremely Low Income Households and 53 units for Very Low Income Households, and 2,034 square feet of retail and restaurant space. The five existing buildings located on the northern portion of the Project Site would be retained with six live-work units, and office, retail, restaurant, and warehouse uses. Further, in accordance with LAMC 11.5.11(a).4, if both rental and for-sale units are provided, the Project shall comply with the applicable rental and for-sale provisions. The uses would be located in two new buildings: Building 1 would be 30 stories (344 feet) in height and Building 2 would be 20 stories (226 feet) in height. Five existing buildings totaling 56,686 square feet and including six live-work units would be retained, resulting in a combined total of 480 live-work units and 34,831 square feet of commercial uses. In total, the Project would include 569,676 square feet of floor area on a 2.18-acre site, for an FAR of 6.0:1.

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

As discussed in Finding No. 1 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 and the Land Use Element – Central City North Community Plan that relate to housing, economic vitality, and the Citywide Design Guidelines. Approval of the Project would enhance the built environment in the surrounding neighborhood and would provide a function that is fitting and compatible with the character of the surrounding community and commercial viability of the region as a whole.

The Project Site is located within the River Improvement Overlay Zone (RIO) and would be required to comply with the Los Angeles River Design Guidelines, which establishes best practices for designing projects located within the RIO District. The Los Angeles River Design Guidelines consist of overarching objectives followed by a list of specific implementation strategies. These strategies address river-adjacent development. Although the Project is located within the boundaries of the RIO District, the Project Site is separated from the Los Angeles River by existing railroad tracks and is not immediately adjacent or accessible from the River. Nevertheless, the Project would further the relevant objectives of the Los Angeles River Design Guidelines, including employing high quality, attractive and distinguishable architecture and minimizing the quantity and appearance of parking and loading areas by locating all parking and loading areas underground or screened from public view.

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.

5. **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 is an infill development in the Arts District that would replace two existing buildings (one with four live-work units and one with two open sheds) with a two-tower, mixed-use development that would include 474 new live-work units, including restricted affordable units in compliance with LAMC requirements, along with 2,034 square feet of retail and restaurant space. Building 1 up to 30 stories (344 feet) and Building 2 up to 20 stories (226 feet). Five existing buildings totaling 56,686 square feet would be retained, including six existing live-work units, resulting in a combined total of 480 live-work units and 34,831 square feet of commercial uses at completion. The Project would also feature a publicly accessible paseo and ground floor courtyard connecting the two new buildings and their commercial spaces. In total, the development would provide 569,676 square feet of floor area on a 2.18-acre site, for an FAR of 6.0:1.

### Height

The Project Site is located in an urbanized area and generally surrounded by low- and medium-rise industrial, commercial, and residential buildings. To the north across East 7th Place are one- to three-story commercial and manufacturing buildings with restaurant, retail, office, and hotel uses. To the east is a surface parking lot, railroad tracks, and the Los Angeles River. To the south across Violet Street are one- and two-story commercial and manufacturing buildings, including a recycling center and distribution facility, as well as a recently constructed nine-story office building at 2130 Violet Street. To the west across the alley are additional one- and two-story commercial and manufacturing buildings. While the immediate surroundings are generally low-scale, the Site is within the Arts District, an area undergoing significant transition with the introduction of taller residential, commercial, and mixed-use buildings alongside adaptive reuse of existing industrial structures.

Several proposed and approved projects located within one mile of the Project Site, including their height and number of stories, are shown in the table below. As indicated, these projects range in height from 148 feet to 378 feet. The Project, with a maximum building height of 344 feet for Building 1 and 226 feet for Building 2, falls within the range of nearby approved and proposed projects and is generally consistent with the scale of development in the surrounding area.

| <b><i>Height and Number of Stories of Proposed/Approved Nearby Projects</i></b> |                                      |                                   |                          |
|---|--------------------------------------|-----------------------------------|--------------------------|
| <b>Project Location</b>   | <b>Number of Stories/Height</b>      | <b>Distance from Project Site</b> | <b>Approved/Proposed</b> |
| 2143 Violet Street  | 31 stories/343 feet                  | on-site                           | Approved                 |
| 2045 Violet Street  | 13 stories/273 feet                  | 0.2 miles                         | Approved                 |
| 1101 East 5 <sup>th</sup> Street  | 12 stories/170 feet                  | 0.25 miles                        | Approved                 |
| 4 <sup>th</sup> Street and Central Avenue <sup>1</sup>                          | 30 stories/max height of 364 feet    | 0.35 miles                        | Proposed                 |
| 670 Mesquit Street <sup>2</sup>   | 26-32 stories/max height of 378 feet | 0.45 miles                        | Approved                 |

|  |                     |            |          |
|--|---------------------|------------|----------|
| 401 Hewitt Street  | 18 stories/292 feet | 0.25 miles | Approved |
| <sup>1</sup> This project would include 10 buildings.<br><sup>2</sup> This project would include five buildings. |                     |            |          |

The Project proposes two new high-rise residential buildings designed in a contemporary style that reflects the industrial character of the Arts District, with stacked forms and modular elements reminiscent of shipping containers or pallets, using concrete, metal panels, and glass. Building 1, on the western portion of the Project Site, would be 30 stories and approximately 344 feet tall with a vertical, streamlined appearance. Building 2, on the eastern portion, would be 20 stories and approximately 226 feet tall, with deeper projections creating a more articulated façade. The lower height of Building 2 would serve as a height transition toward the Los Angeles River.

The Project also retains five existing northern buildings with office, retail, restaurant, warehouse uses, and six live-work units, maintaining continuity with the surrounding low- and medium-rise fabric. Together, the design, materials, and landscaped open spaces create a human-scaled, visually articulated development compatible with the evolving Arts District and nearby approved and proposed high-rise projects.

### Bulk & Mass

The Project's bulk and massing would be compatible with existing and future development in the surrounding area. The underlying C2 Zone, in conjunction with Height District 2, does not limit maximum building height but limits FAR to a maximum of 6.0:1, which the Project would not exceed. The design incorporates a mix of scales and uses that reflect the evolving character of the Arts District, while respecting adjacent structures, including the five retained buildings on the northern portion of the Site. Building 2, at 20 stories, is set back behind an open courtyard to provide a transition to the river side and Violet Street, and a sports court adjacent to the three-story, live-work building at the northeast end provides a buffer to the lower-scale development along 7th Place. Both towers feature recessed windows and projecting balconies that break up the massing and visually articulate the buildings.

The Project also emphasizes pedestrian scale and active frontages. Ground floors include approximately 20-foot-tall glass storefronts and recessed entries that activate the streetscape, along with the 17,400-square-foot publicly accessible landscaped paseo and courtyard connecting Violet Street to 7th Place. Additional terraces and landscaped spaces, including a pool deck at Building 1, further reduce perceived massing. The arrangement of towers, paseo, and landscaped open spaces ensures that the Project's bulk and mass are compatible with surrounding development and supportive of the evolving urban form of the Arts District.

### Setbacks

The Project makes use of Developer Incentives pursuant to LAMC Section 11.5.11(e) to adjust certain setback requirements in order to accommodate the proposed design. Specifically, the Project requests: (1) a zero-foot side yard, in lieu of the 16 feet otherwise required for the residential floors along the eastern property line; and (2) a 17-foot 10-inch building separation between the new and existing buildings, in lieu of the 57 feet otherwise required. These deviations are consistent with the dense, urban development pattern of the Arts District, where reduced side yards and narrower building separations are common. The eastern boundary does not abut any buildings or sensitive uses, but rather a series of railroad tracks followed by the concrete channelized portion of the Los Angeles River. The

design also incorporates a publicly accessible landscaped paseo and courtyard connecting the two new towers and their commercial spaces, providing meaningful open space and pedestrian permeability to offset reduced yard areas. Together, these features ensure that the Project's setbacks maintain compatibility with surrounding development while reinforcing the pedestrian-oriented, urban character of the neighborhood.

#### Off-Street Parking and Loading Area

The Project's off-street parking and loading areas would be designed to be compatible with existing and future development in the surrounding area. Vehicular access to the Project Site would be provided via a driveway from the alley on the southwestern side of the Site and a driveway from Violet Street to the east, both designed in accordance with LADOT standards. The driveways and loading areas would be located away from the busiest pedestrian areas, accessed via the alley for Building 1 and at the far east end of Violet Street for Building 2. Both are set away from the widest section of the ground floor paseo. Building lobbies for both Buildings 1 and 2 face Violet Street, further prioritizing pedestrian engagement along the street frontage.

Although the City cannot require the Project to provide vehicle parking for the proposed residential and commercial uses pursuant to Government Code Section 65863.2 (AB 2097), the Project would voluntarily provide 798 parking spaces. Of these, 30 percent of spaces would be EV-ready and 10 percent would include electric vehicle chargers within six subterranean parking levels. These provisions ensure that the Project's parking and loading facilities would operate safely and efficiently while remaining compatible with the scale, circulation, and functionality of the surrounding urban context.

#### Landscaping

The Project includes a publicly accessible 17,400-square-foot landscaped paseo connecting Violet Street with 7th Place and the alleyway adjacent to the west, designed with shaded island planters, gardens, and a variety of seating areas. Additional landscaped amenities include a pet relief area near Building 1, and an outdoor amenity space with trees, planters, seating, and lighting next to Building 2. In total, the Project provides approximately 40,822 square feet of outdoor common open space, including 8,169 square feet of landscaped common open space, across the ground floor and rooftop spaces, meeting LAMC open space requirements.

The Project also incorporates extensive tree planting, with a total of 119 on-site trees provided in compliance with the LAMC requirement of one tree per four dwelling units, along with six new street trees along Violet Street in accordance with Bureau of Street Services Urban Forestry Division standards.

#### Trash Collection

As conditioned, all trash and recycling areas would be enclosed and not visible from the public right-of-way. Trash collection areas are provided on the ground level of both Building 1 and 2 adjacent to the loading docks for easy access and convenient pick-up.

#### Lighting & Building Signage

The Project would add new live-work and restaurant/retail uses that include accent and security lighting, in compliance with LAMC requirements. Additionally, the Project has been designed and conditioned to incorporate pedestrian lighting that is installed with shielding to

ensure the Project's lighting is directed onto the site. All signage would be required to comply with LAMC requirements. In addition, the Project has been conditioned so that there shall be no off-site commercial signage on construction fencing during construction.

The Project, as an infill residential and commercial 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.

**6. 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 474 new live/work units (for a total of 480 live-work units with the retention of six live-work units). As such, the Project is required to provide 65,350 square feet of open space based on the number and typology/size of proposed live/work units.

The Project would provide 73,599 square feet of open space throughout the Project Site comprised of publicly accessible, landscaped outdoor areas, indoor and outdoor tenant common open space, and private balconies. The primary, publicly accessible open space amenity would be a ground-level, 17,400-square-foot landscaped pedestrian paseo between Building 1 and Building 2 that would connect Violet St, 7th Place, and the alleyway to the west. The indoor common tenant amenity areas include lounge areas, a fitness center, and dog spas, and the outdoor amenities include a variety of features including pools, a sports court, seating areas, and landscaped open space. In addition, private residential balconies would be provided throughout both residential towers.

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

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

### **INTRODUCTION**

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of the 2143 Violet Street Project by preparing an environmental impact report (EIR) ENV-2017-438-EIR (SCH No. 2018051050). 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 2143 Violet Street Project EIR, consisting of the Draft EIR, the Final EIR, Erratum, and Addenda, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and environmental impacts of 2143 Violet Street Project, located at 2117–2147 East Violet Street and 2118–2142 East 7th Place within the City of Los Angeles.

The Original Project as analyzed in the EIR, involved the construction and operation of a new mixed-use development on a 96,523-square-foot site. The Original Project included up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial floor area, and a 926 square-foot community room. The uses would have been located in a 36-story residential tower with a maximum height of 425 feet, and an eight-story office building with a maximum height of 131 feet. In addition, five existing buildings within the northern portion of the Project Site that comprise approximately 56,686 square feet would have been retained with office, retail, restaurant, warehouse, and six live-work units. Two existing buildings, one which contains four live-work units and two existing open sheds would have been removed. Upon completion, up to 569,448 square feet of floor area would have been located within the Project Site, including the existing floor area to remain, resulting in a maximum FAR of 6.0:1.

The Draft EIR was circulated for a 46-day public comment period beginning on June 18, 2020 and ending on August 3, 2020. A Notice of Completion and Availability (NOC/NOA) was distributed on June 18, 2020 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The NOA was also filed with the County Clerk on June 18, 2020. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning by appointment only due to the Mayor's Safer at Home Order in response to COVID-19. A copy of the document was also posted online at <https://planning.lacity.org/project-review/environmental-review/published-documents> and was available for purchase on a USB through the Department of City Planning.

The Final EIR was then distributed on December 2020 and an Erratum was published in February 2021. The Erratum included correction of a typographical error and concluded that the Original Project's transportation impacts would remain less than significant and no mitigation measures are required. Notices regarding availability of the Final EIR were distributed to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b).

The Deputy Advisory Agency (DAA) certified the EIR on February 23, 2021 ("Certified EIR") in conjunction with the approval of the Project's Vesting Tentative Tract Map No. VTT-74890-CN. 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. This decision was appealed

and the City Planning Commission denied the appeal and sustained the actions of the DAA. All mitigation measures in the MMP are also imposed on the Original Project through Conditions of Approval, to mitigate or avoid significant effects of the Original Project on the environment and to ensure compliance during implementation of the Original Project.

#### *First Addendum*

Subsequent to CPC approval, but prior to final approval by the City Council, the Applicant proposed revisions under the 2021 Modified Project. Accordingly, the City of Los Angeles, acting as lead agency, prepared an Addendum, dated August 2021 (First Addendum), to the Certified EIR, pursuant to Section 15164 of the State CEQA Guidelines, which analyzed the 2021 Modified Project's proposed modifications, and demonstrated that all of the potential environmental impacts associated with the proposed modifications would be within the envelope of impacts as already evaluated in the Certified EIR. The First Addendum concluded that the anticipated environmental impacts of the 2021 Modified Project were consistent with the analysis contained in the Certified EIR, and the 2021 Modified Project would not generate significant impacts not previously analyzed or require additional mitigation measures. On September 14, 2021, the City Council determined that the Certified EIR and First Addendum adequately assessed the environmental impacts of the 2021 Modified Project and approved the First Addendum in connection with the approval of a General Plan Amendment, Vesting Zone Change, and Height District Change for the 2021 Modified Project.

#### *Second Addendum*

In April 2025, the Applicant made further revisions, resulting in the 2025 Modified Project. The Modified Project would involve the demolition of approximately 6,844 square feet of existing buildings and two open sheds to allow for the development of 512,990 square feet of new residential and commercial uses within two, new mixed-use buildings. The Project includes 474 live-work units, including 24 units for Extremely Low Income Households and 53 units for Very Low Income Households, along with 2,034 square feet of retail and restaurant space. Building 1 would be 30 to 31 stories in height (approximately 344 feet), and Building 2 would be 20 stories (approximately 226 feet). Five existing buildings totaling approximately 56,686 square feet would be retained, resulting in a combined total of 480 live-work units and 34,831 square feet of commercial uses. Upon completion, the Project would result in a total of 569,676 square feet of floor area on a 2.18-acre site, with an FAR of 6.0:1.

Accordingly, a Second Addendum, dated March 2026, was prepared to analyze the 2025 Modified Project, and similarly concluded that the anticipated environmental impacts of the 2025 Modified Project were consistent with the analysis contained in the Certified EIR, and the 2025 Modified Project would not generate significant impacts not previously analyzed or require additional mitigation measures. The Second Addendum was approved by the DAA on April 24, 2026.

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

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

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

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

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

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

**RECORD OF PROCEEDINGS**

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

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

## **PUBLIC HEARING AND COMMUNICATIONS**

### **PUBLIC HEARING**

A joint public hearing was held virtually via Zoom by the Deputy Advisory Agency (DAA) and Hearing Officer on behalf of the City Planning Commission on April 15, 2026 for the Project entitlements and subdivision, and was attended by one individual. At the public hearing, no individuals spoke.

#### *Summary of Public Hearing Testimony*

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

- Project Background, including the Original Project
- Overview of the 2025 Modified Project changes, design, and entitlement requests
- Overview of the Project's CEQA clearance
- Overview of community benefits

### **COMMUNICATIONS RECEIVED**

No comment letters were received.

# **EXHIBIT A**

**Project Plans dated June 1, 2026**

**CPC-2025-2329-VZC-PR-HCA**

# PROJECT INFORMATION

|   |  |                                  |   |
|---|--|----------------------------------|---|
| <b>OWNER</b>  | <b>ARCHITECT</b>   |                                  |   |
| ONNI VIOLET DEVELOPMENT, LP<br>1031 S. Broadway, Ste 400,<br>Los Angeles, CA 90015<br>Contact: Meredith Megarry<br>Phone: 213-220-2953  | SCB<br>255 California St., Ste 300,<br>San Francisco, CA 94111<br>Contact: Ben Wigley<br>Phone: 415-216-2461                                 |                                  |   |
| <b>PROJECT DESCRIPTION</b>  |  |                                  |   |
| PROJECT PROPOSES TO RETAIN FIVE BUILDINGS WITH 56,686 SF AND CONSTRUCTION OF A NEW MIXED-USE RESIDENTIAL AND COMMERCIAL BUILDING COMPRISED OF A 20-STORY AND 30-STORY TOWER WITH SIX LEVELS OF UNDERGROUND BASEMENT PARKING   |  |                                  |   |
| <b>LEGAL DESCRIPTION</b>  |  |                                  |   |
| 2143 VIOLET<br>2123 East Violet Street, Los Angeles, CA 90012<br>Project Code: 1293-0   |  |                                  |   |
| PARCEL 1:<br>LOTS 8, 9 AND 10 OF TRACT NO. 10054, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 146 PAGES 42 TO 44 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.                    |  |                                  |   |
| PARCEL 2:<br>LOTS 1 TO 7 INCLUSIVE OF TRACT NO. 10054, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 146 PAGES 42 TO 44 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.               |  |                                  |   |
| PARCEL 3:<br>LOTS 11, 12, 13, 14, 15 AND 16 OF TRACT NO. 10054, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 146 PAGES 42, 43 AND 44 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. |  |                                  |   |
| APN: 5166-003-014   |  |                                  |   |
| <b>ZONING</b>   |  |                                  |   |
| ZI-2488 - Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1   |  |                                  |   |
| ZI-2488 - Redevelopment Project Area: Central Industrial  |  |                                  |   |
| ZI-2129 - State Enterprise Zone: East Los Angeles   |  |                                  |   |
| ZI-2358 - River Implementation Overlay District (RIO)   |  |                                  |   |
| <b>APN ZONING GENERAL PLAN DESIGNATION</b>  |  |                                  |   |
| 5166003006  | M3-1-RIO & [T] C2 - 2 - RIO  | REGIONAL CENTER COMMERCIAL       |   |
| 5166003010  | M3-1-RIO & [T] C2 - 2 - RIO  | REGIONAL CENTER COMMERCIAL       |   |
| 5166003012  | M3-1-RIO & [T] C2 - 2 - RIO  | REGIONAL CENTER COMMERCIAL       |   |
| 5166003014  | M3-1-RIO & [T] C2 - 2 - RIO  | REGIONAL CENTER COMMERCIAL       |   |
| Project requires approval of a Zone Change which requires affordable housing per LAMC Section 11.5.11(a) (Measure JJJ).   |  |                                  |   |
| <b>LOT AREA</b>   |  | COMMERCIAL ZONE                  |   |
| LAND AREA   | 94,946 SF  |                                  |   |
| <b>SETBACKS</b>   |  |                                  |   |
| <b>REQUIRED</b>   |  |                                  |   |
| <b>TYPE</b> SETBACK   |  |                                  |   |
| <b>VIOLET STREET FRONTAGE</b>   |  |                                  |   |
| FRONT YARD  | Not required   |                                  |   |
| <b>7TH PLACE FRONTAGE</b>   |  |                                  |   |
| FRONT YARD  | Not required   |                                  |   |
| <b>ALLEY</b>  |  |                                  |   |
| SIDE YARD   | per LAMC Sec. 12.22.A.18 (c) (3) - No Side Yard Setback Required.  |                                  |   |
| <b>EAST PROPERTY LINE FACING LA RIVER</b>   |  |                                  |   |
| SIDE YARD   | 16 ft Setback Required. Project includes developer incentive to reduce setback to 9 ft per MEASURE JJJ Developer Incentives LAMC 11.5.11 (e) |                                  |   |
| <b>PROVIDED</b>   |  |                                  |   |
| <b>TYPE</b> SETBACK   |  |                                  |   |
| FRONT YARD  | 0 ft   |                                  |   |
| SIDE YARD   | 0 ft. Project includes developer incentive for 0 foot setback along easterly property line LAMC 11.5.11 (e)                                  |                                  |   |
| <b>HEIGHT</b>   |  |                                  |   |
| PROPOSED BUILDING HEIGHT =  | BLDG 1 = 343' - 8" & 30 STORIES  |                                  |   |
|   | BLDG 2 = 226'-4" & 20 STORIES  |                                  |   |
| <b>FLOOR AREA</b>   |  |                                  |   |
| <b>REQUIRED</b>   | ZONE   | HEIGHT DISTRICT (FAR)            |   |
|   | C  | 2 FAR 6.0 : 1                    |   |
| <b>AVAILABLE LOT AREA</b>   | 94,946 SF  | X 6.0 = 569,676 SF               |   |
| <b>PROPOSED FAR AREA</b>  |  |                                  |   |
| RESIDENTIAL   | NON-RESIDENTIAL  | TOTAL                            |   |
| EXISTING BUILDINGS TO REMAIN  | 21,855 SF  | 34,831 SF                        | 56,686 SF   |
| BUILDING 1  | 297,027 SF   | 1,066 SF                         | 298,093 SF  |
| BUILDING 2  | 213,929 SF   | 988 SF                           | 214,917 SF  |
| <b>TOTAL</b>  |  |                                  | <b>569,676 SF</b>   |
| <b>DENSITY</b>  |  |                                  |   |
| ZONE  | Min. Area / Dwelling Unit (D.U.)   | Lot Area                         | Maximum # D.U.'s  |
| C2  | 200 SF / DU  | 97,707 SF*                       | 486 permitted units<br>6 LUW units to remain<br>474 new units<br>480 proposed units |
| *Includes 12 the area of the alley 2,761 SF   |  |                                  |   |
| <b>DWELLING UNITS</b>   |  |                                  |   |
| <b>EXISTING BUILDING</b>  | <b>TOTAL</b>   | <b>6 Units</b>                   |   |
| <b>BUILDING 1</b>   | 1 BEDROOM  | 18 Units                         |   |
|   | 1 BEDROOM + DEN  | 198 Units                        |   |
|   | 2 BEDROOM  | 54 Units                         |   |
|   | 3 BEDROOM  | 54 Units                         |   |
| <b>TOTAL</b>  |  | <b>324 Units</b>                 |   |
| <b>BUILDING 2</b>   | 1 BEDROOM  | 46 Units                         |   |
|   | 1 BEDROOM + DEN  | 35 Units                         |   |
|   | URBAN 2 BEDROOM  | 23 Units                         |   |
|   | 2 BEDROOM  | 23 Units                         |   |
|   | 3 BEDROOM  | 23 Units                         |   |
| <b>TOTAL</b>  |  | <b>150 Units</b>                 |   |
| <b>GRAND TOTAL</b>  | BLDG'S 1 & 2   | <b>474 Units</b>                 |   |
| <b>AFFORDABLE UNITS</b>   | BLDG'S 1 & 2   | <b>77 Units (23 ELI, 53 VLI)</b> |   |
| <b>TREES</b>  |  |                                  |   |
| <b>REQUIRED</b>   | 1 Per 4 D.U.'s   | 474 / 4 = 118.5 = 119            |   |
| <b>PROPOSED</b>   |  | 120                              |   |

|   |                                     |                  |                  |
|---|-------------------------------------|------------------|------------------|
| <b>SITE ADDRESS:</b><br>2123 & 2137 E. VIOLET STREET, LOS ANGELES, CA 90021   |                                     |                  |                  |
| <b>AUTOMOTIVE PARKING</b>   |                                     |                  |                  |
| <b>SUMMARY OF CODE-REQUIRED VEHICULAR PARKING SPACES</b><br>P/ZC 2002-001 - LAMC 12.21A.4 (X) (3) & LAMC 12.21A.4 (P) |                                     |                  |                  |
| TYPE OF SPACE / # HABITABLE ROOMS   | QUANTITY OR SF                      | REQUIREMENT      | TOTAL            |
| EXISTING BUILDING   | 56,686                              | PER COVENANT     | 24               |
| <b>BUILDING 1</b>   |                                     |                  |                  |
| 1 BEDROOM   | 18 UNITS                            | 18               |                  |
| 1 BEDROOM + DEN   | 198 UNITS                           | 247              |                  |
| 2 BEDROOM   | 54 UNITS                            | 67               |                  |
| 3 BEDROOM   | 54 UNITS                            | 67               |                  |
| <b>TOTAL</b>  | <b>324 UNITS</b>                    |                  | <b>399</b>       |
| <b>BUILDING 2</b>   |                                     |                  |                  |
| 1 BEDROOM   | 46 UNITS                            | 46               |                  |
| 1 BEDROOM + DEN   | 35 UNITS                            | 44               |                  |
| URBAN 2 BEDROOM   | 23 UNITS                            | 29               |                  |
| 2 BEDROOM   | 23 UNITS                            | 29               |                  |
| 3 BEDROOM   | 23 UNITS                            | 29               |                  |
| <b>TOTAL</b>  | <b>150 UNITS</b>                    |                  | <b>177</b>       |
| <b>TOTAL REQUIRED RESIDENTIAL PARKING SPACES</b>  |                                     |                  |                  |
| <b>576</b>  |                                     |                  |                  |
| <b>PROPOSED RESIDENTIAL PARKING SPACES</b>  |                                     |                  |                  |
| <b>731</b>  |                                     |                  |                  |
| <b>PROPOSED COMMERCIAL PARKING SPACES</b>   |                                     |                  |                  |
| <b>27</b>   |                                     |                  |                  |
| <b>BICYCLE PARKING REQUIREMENTS LAMC 12.21 A.16</b>   |                                     |                  |                  |
| TYPE OF PARKING   | QUANTITY OR SF                      | REQUIREMENT      | TOTAL            |
| <b>RESIDENTIAL</b>  |                                     |                  |                  |
| <b>LONG-TERM BICYCLE PARKING</b>  |                                     |                  |                  |
| <b>BUILDING 1 - 324 DWELLING UNITS</b>  |                                     |                  |                  |
| # of Dwelling Units   |                                     |                  |                  |
| 1 - 25  | 1 / DU for Units 1 - 25             | 25               |                  |
| 26 - 100  | 1 / 1.5 DU's for Units 26 - 100     | 50               |                  |
| 101 - 200   | 1 / 2 DU's for Units 101 - 200      | 50               |                  |
| 201+  | 1 / 4 DU's for Units 201+           | 31               |                  |
| <b>Total</b>  |                                     | <b>156</b>       |                  |
| <b>BUILDING 2 - 150 DWELLING UNITS</b>  |                                     |                  |                  |
| # of Dwelling Units   |                                     |                  |                  |
| 1 - 25  | 1 / DU for Units 1 - 25             | 25               |                  |
| 26 - 100  | 1 / 1.5 DU's for Units 26 - 100     | 50               |                  |
| 101 - 200   | 1 / 2 DU's for Units 101 - 150      | 25               |                  |
| <b>Total</b>  |                                     | <b>100</b>       |                  |
| <b>TOTAL LONG-TERM RESIDENTIAL BICYCLE PARKING</b>  |                                     |                  |                  |
| <b>256</b>  |                                     |                  |                  |
| <b>COMMERCIAL LONG-TERM BICYCLE PARKING</b>   |                                     |                  |                  |
| BUILDING 1  | 1 / 2,000 SF, 2 min. for Retail     | 2                |                  |
| BUILDING 2  | 2 for Small Restaurants (<1,000 SF) | 2                |                  |
| <b>TOTAL COMMERCIAL LONG-TERM BICYCLE PARKING</b>   |                                     | <b>4</b>         |                  |
| <b>GRAND TOTAL REQUIRED LONG-TERM BICYCLE PARKING</b>   |                                     |                  |                  |
| <b>260</b>  |                                     |                  |                  |
| <b>PROPOSED LONG-TERM BICYCLE PARKING</b>   |                                     |                  |                  |
| <b>260</b>  |                                     |                  |                  |
| <b>SHORT-TERM BICYCLE PARKING</b>   |                                     |                  |                  |
| <b>BUILDING 1 - 324 DWELLING UNITS</b>  |                                     |                  |                  |
| # of Dwelling Units   |                                     |                  |                  |
| 1 - 25  | 1 / 10 DU's for Units 1 - 25        | 3                |                  |
| 26 - 100  | 1 / 15 DU's for Units 26 - 100      | 5                |                  |
| 101 - 200   | 1 / 20 DU's for Units 101 - 200     | 5                |                  |
| 201+  | 1 / 40 DU's for Units 201+          | 4                |                  |
| <b>Total</b>  |                                     | <b>17</b>        |                  |
| <b>BUILDING 2 - 150 DWELLING UNITS</b>  |                                     |                  |                  |
| # of Dwelling Units   |                                     |                  |                  |
| 1 - 25  | 1 / 10 DU's for Units 1 - 25        | 3                |                  |
| 26 - 100  | 1 / 15 DU's for Units 26 - 100      | 5                |                  |
| 101 - 200   | 1 / 20 DU's for Units 101 - 150     | 3                |                  |
| <b>Total</b>  |                                     | <b>11</b>        |                  |
| <b>TOTAL SHORT-TERM RESIDENTIAL BICYCLE PARKING</b>   |                                     |                  |                  |
| <b>28</b>   |                                     |                  |                  |
| <b>COMMERCIAL LONG-TERM BICYCLE PARKING</b>   |                                     |                  |                  |
| BUILDING 1  | 1 / 2,000 SF, 2 min. for Retail     | 2                |                  |
| BUILDING 2  | 2 for Small Restaurants (<1,000 SF) | 2                |                  |
| <b>TOTAL COMMERCIAL LONG-TERM BICYCLE PARKING</b>   |                                     | <b>4</b>         |                  |
| <b>GRAND TOTAL REQUIRED SHORT-TERM BICYCLE PARKING</b>  |                                     |                  |                  |
| <b>32</b>   |                                     |                  |                  |
| <b>PROPOSED SHORT-TERM BICYCLE PARKING</b>  |                                     |                  |                  |
| <b>46</b>   |                                     |                  |                  |
| <b>SHORT-TERM BICYCLE PARKING COVERED BY A ROOF OR OVERHANG</b>   |                                     |                  |                  |
| <b>32</b>   |                                     |                  |                  |
| <b>OPEN SPACE</b>   |                                     |                  |                  |
| REQUIRED (Per LAMC 12.21-G)   | QUANTITY OR SF                      | REQUIREMENT      | TOTAL            |
| <b>Building 1</b>   |                                     |                  |                  |
| < 3 HABITABLE ROOMS (STL/DIO, 1 BR)   | 18                                  | 100 SF / UNIT    | 1,800            |
| 3 HABITABLE ROOMS (1 BR+D, 2BR)   | 198                                 | 125 SF / UNIT    | 24,750 SF        |
| > 3 HABITABLE ROOMS (3 BR)  | 108                                 | 175 SF / UNIT    | 18,900 SF        |
| <b>TOTAL</b>  | <b>324</b>                          |                  | <b>45,450 SF</b> |
| <b>Building 2</b>   |                                     |                  |                  |
| < 3 HABITABLE ROOMS (STL/DIO)   | 46                                  | 100 SF / UNIT    | 4,600            |
| 3 HABITABLE ROOMS (1 BR+D, 2BR)   | 58                                  | 125 SF / UNIT    | 7,250 SF         |
| > 3 HABITABLE ROOMS (3 BR)  | 46                                  | 175 SF / UNIT    | 8,050 SF         |
| <b>TOTAL</b>  | <b>150</b>                          |                  | <b>19,900 SF</b> |
| <b>TOTAL REQUIRED OPEN SPACE</b>  |                                     |                  |                  |
| <b>65,350 SF</b>  |                                     |                  |                  |
| <b>PROPOSED</b>   |                                     |                  |                  |
| Common Outdoor Open Space   |                                     | 40,822 SF        |                  |
| Common Indoor Open Space  |                                     | 9,077 SF         |                  |
| Private Open Space (60 sf Max / D.U.)   |                                     | 23,700 SF        |                  |
| Private Open Space (50% of Req'd)   |                                     |                  |                  |
| <b>Total Proposed Open Space</b>  |                                     | <b>73,599 SF</b> |                  |
| <b>DEVELOPER INCENTIVES / WAIVERS</b>   |                                     |                  |                  |
| 1. Provide a 0 foot easterly side yard setback in lieu of 16 feet.  |                                     |                  |                  |
| 2. Provide 17'-10" foot building separation between the new and existing buildings in lieu of 57 feet required.       |                                     |                  |                  |



1 | PLOT PLAN  
SCALE: 1/16" = 1'-0"



**VIOLET ST.**  
2123 & 2137 E. VIOLET ST.  
LOS ANGELES, CA 90021

## PROJECT DATA & PLOT PLAN

|                 |              |
|-----------------|--------------|
| Drawn By:       | Checked By:  |
| Author          | Checker      |
| Project Number: | 2024006      |
| Sheet Number:   | <b>A1.00</b> |

APN: 5166-003-006, 5166-003-010, 5166-003-012

| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |

© 2024 SCB



City of Los Angeles Department of City Planning

2/3/2025 PARCEL PROFILE REPORT

Table with 2 columns: Field Name and Value. Includes sections for PROPERTY ADDRESS, APN CODE, RECENT ACTIVITY, CASE NUMBER, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for ZONING INFORMATION, PLANNING AND ZONING COMPLIANCE INFORMATION, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for PHYSICAL CHARACTERISTICS, ENVIRONMENTAL, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for PLANNING AND ZONING COMPLIANCE INFORMATION, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for PHYSICAL CHARACTERISTICS, ENVIRONMENTAL, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for PLANNING AND ZONING COMPLIANCE INFORMATION, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for CASE NUMBER, PROJECT DESCRIPTION, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for CASE NUMBER, PROJECT DESCRIPTION, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for CASE NUMBER, PROJECT DESCRIPTION, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for CASE NUMBER, PROJECT DESCRIPTION, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for CASE NUMBER, PROJECT DESCRIPTION, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for CASE NUMBER, PROJECT DESCRIPTION, and various project details.



Table with 2 columns: Field Name and Value. Includes sections for CIRCULATION, STREET, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for POINTS OF INTEREST, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for SCHOOLS/PARKS WITH 500 FT. BUFFER, COASTAL ZONE, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for TRANSIT ORIENTED COMMUNITIES (TOC), WAIVER OF DEDICATION OR IMPROVEMENT, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for OTHER SYMBOLS, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for OTHER SYMBOLS, and various project details.

SCB Architecture, Planning, Interior and Urban Design logo and contact information.

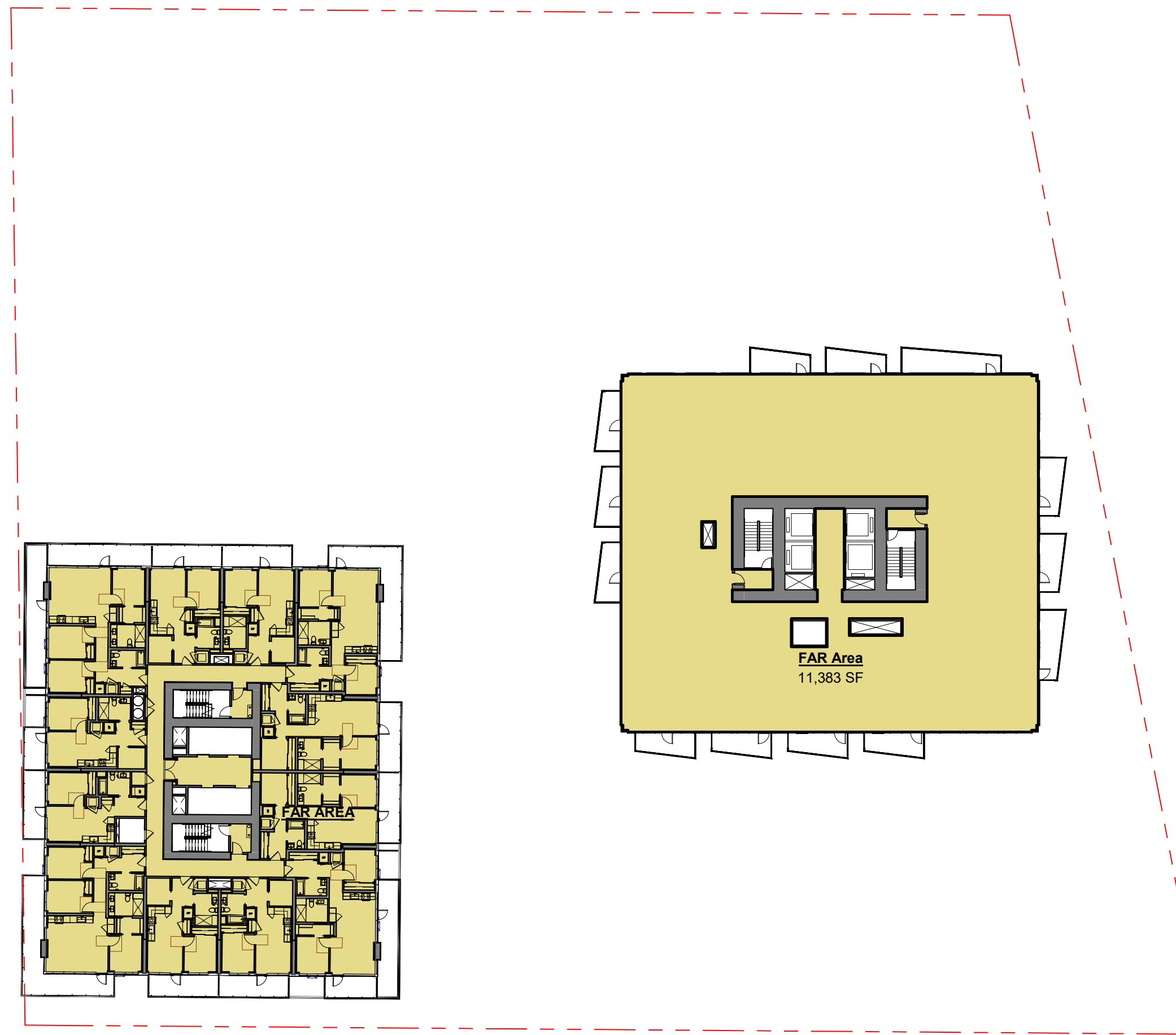
Table with 2 columns: Field Name and Value. Includes sections for OTHER SYMBOLS, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for OTHER SYMBOLS, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for OTHER SYMBOLS, and various project details.

Table with 2 columns: Field Name and Value. Includes sections for OTHER SYMBOLS, and various project details.

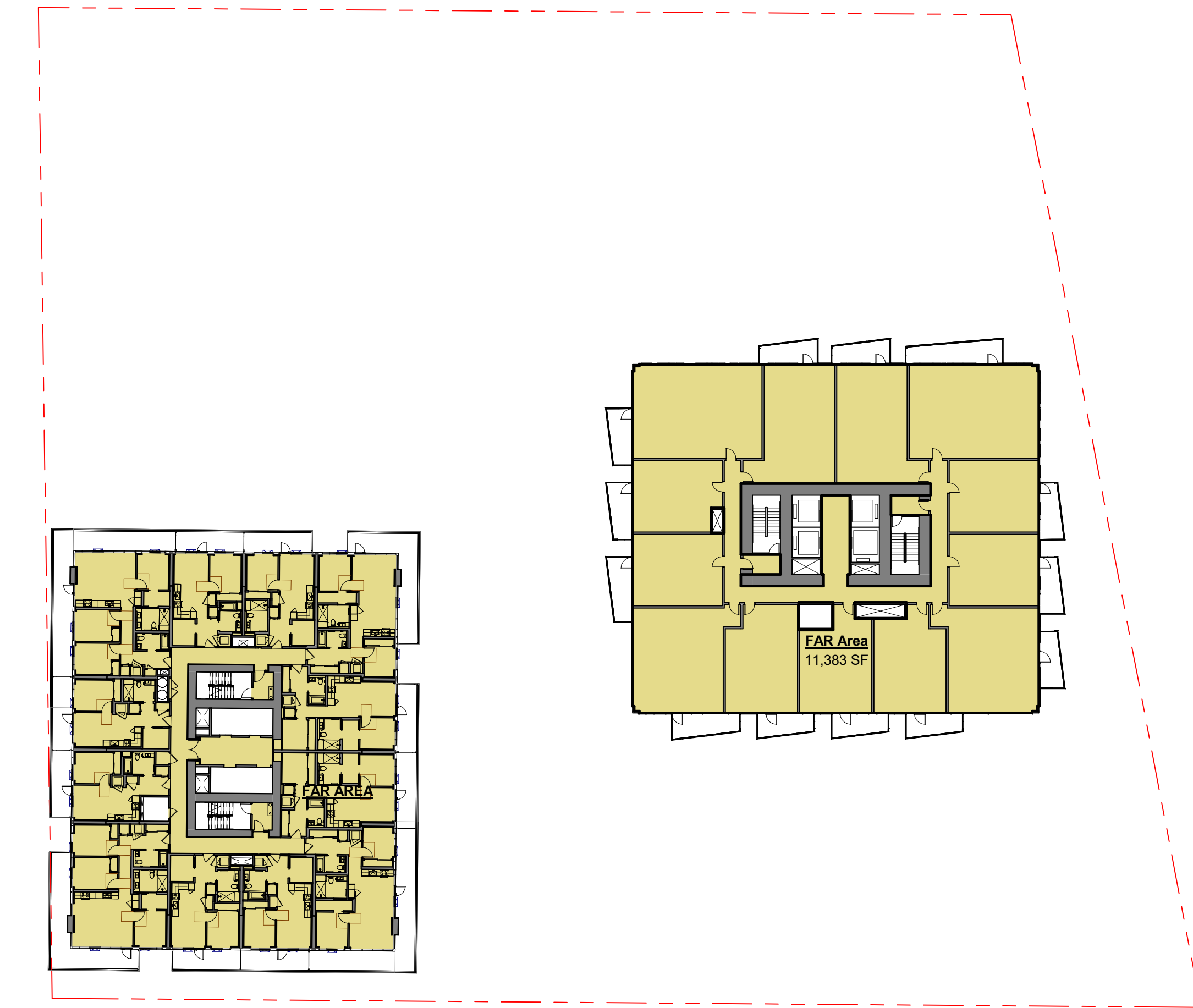
PARCEL PROFILE REPORT header and footer information, including project number, sheet number, and date.



**BUILDING 1**  
30-Story Residential Building above Grade

**BUILDING 2**  
20-Story Residential Building above Grade

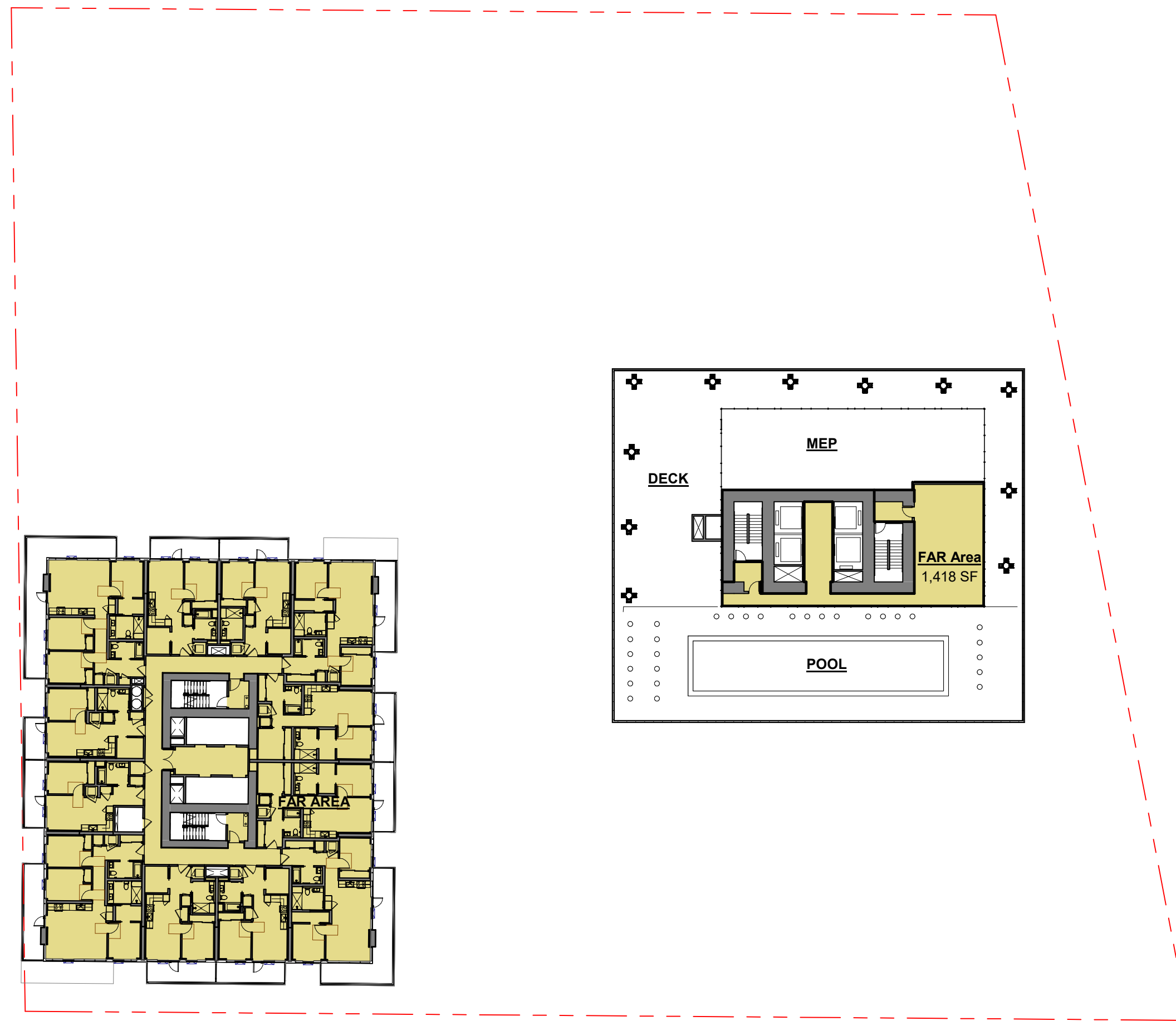
**6 | FAR PLAN - LEVELS 14 - 19**  
SCALE: 1/32" = 1'-0"  
: 21,751 SF



**BUILDING 1**  
30-Story Residential Building above Grade

**BUILDING 2**  
20-Story Residential Building above Grade

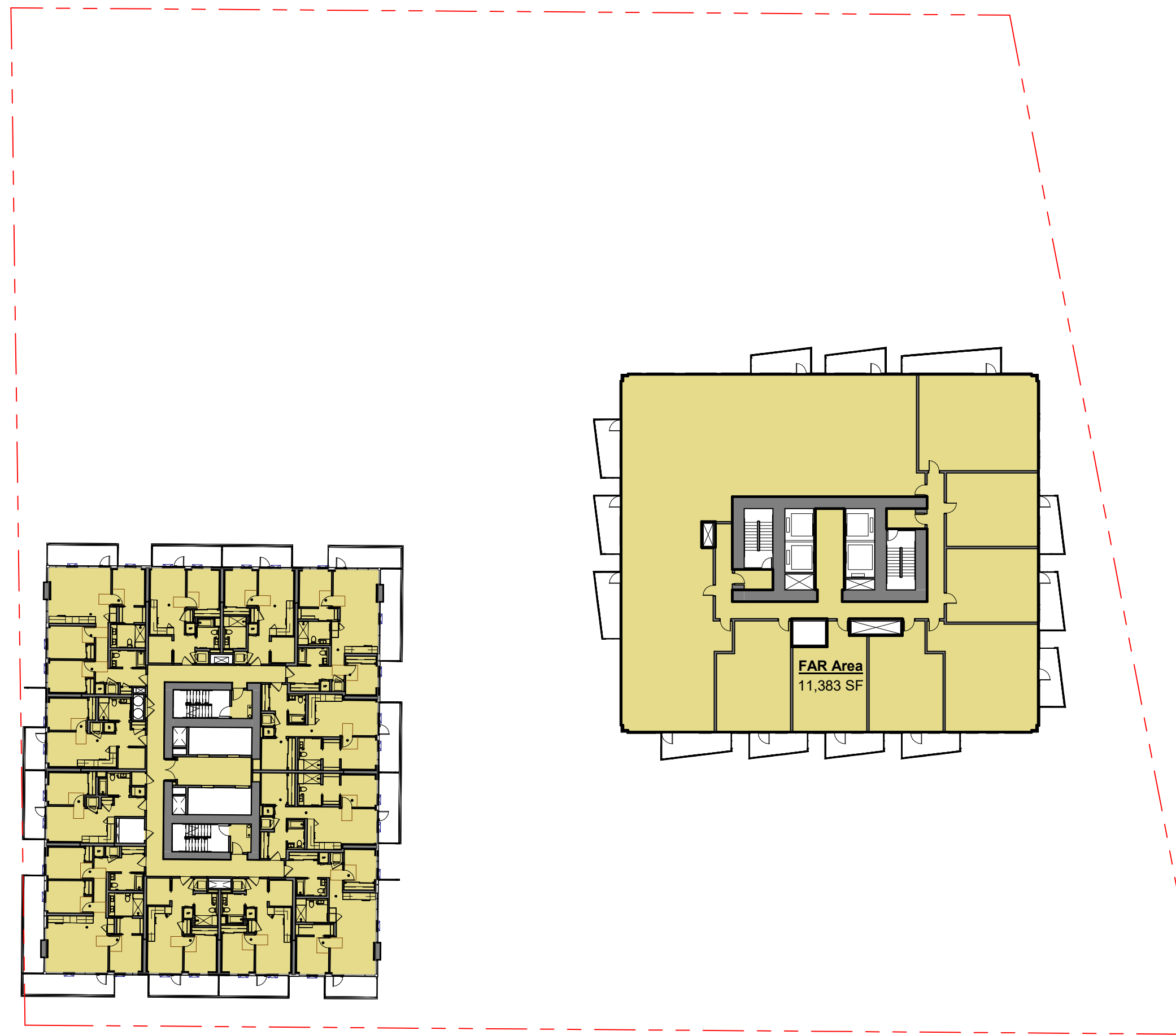
**3 | FAR PLAN - TYP LEVEL**  
SCALE: 1/32" = 1'-0"  
: 21,751 SF



**BUILDING 1**  
30-Story Residential Building above Grade

**BUILDING 2**  
20-Story Residential Building above Grade

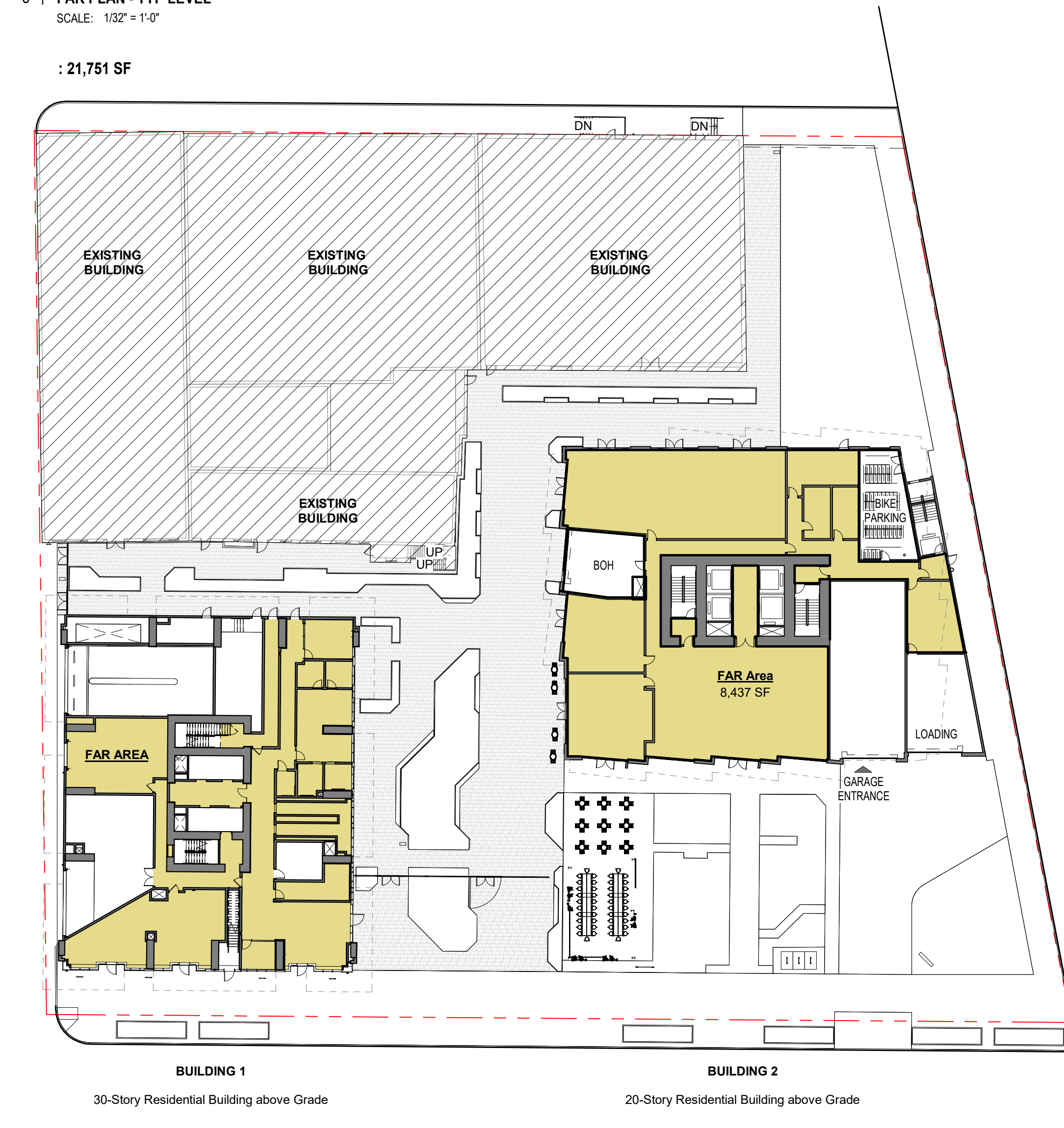
**5 | FAR PLAN - BLDG 2 ROOF LEVEL**  
SCALE: 1/32" = 1'-0"  
: 11,786 SF



**BUILDING 1**  
30-Story Residential Building above Grade

**BUILDING 2**  
20-Story Residential Building above Grade

**2 | FAR PLAN - LEVEL 13**  
SCALE: 1/32" = 1'-0"  
: 21,817 SF



**BUILDING 1**  
30-Story Residential Building above Grade

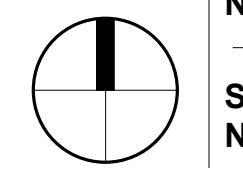
**BUILDING 2**  
20-Story Residential Building above Grade

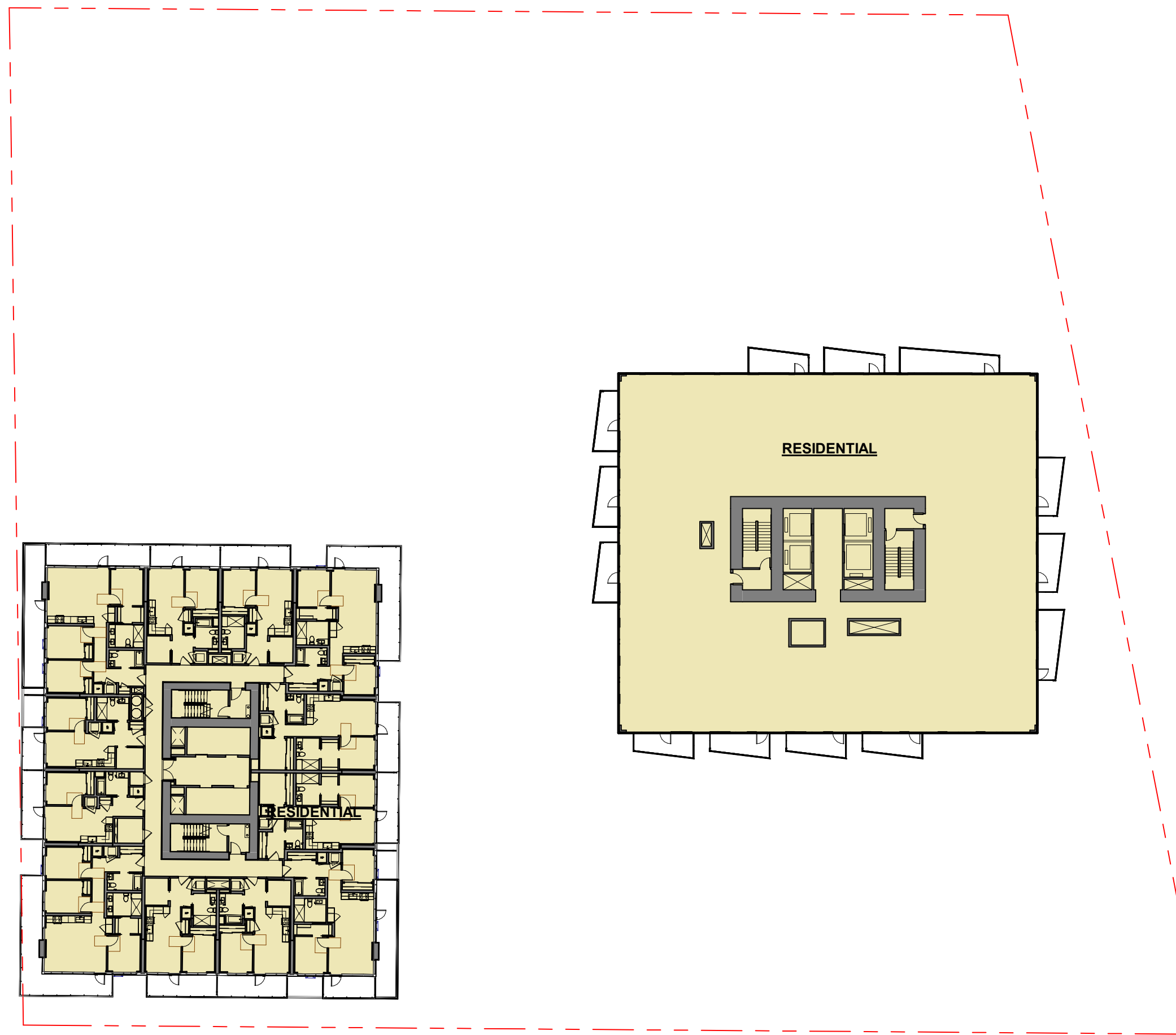
**1 | FAR PLAN - LEVEL 1**  
SCALE: 1/32" = 1'-0"  
: 21,029 SF

| BUILDING 1   |                |
|--------------|----------------|
| FAR          |                |
| LEVEL        | AREA (SF)      |
| Mech         | 199            |
| 30           | 3,326          |
| 29           | 4,527          |
| 28           | 10,434         |
| 27           | 10,368         |
| 26           | 10,368         |
| 25           | 10,434         |
| 24           | 10,368         |
| 23           | 10,368         |
| 22           | 10,434         |
| 21           | 10,368         |
| 20           | 10,368         |
| 19           | 10,434         |
| 18           | 10,368         |
| 17           | 10,368         |
| 16           | 10,434         |
| 15           | 10,368         |
| 14           | 10,368         |
| 13           | 10,434         |
| 12           | 10,368         |
| 11           | 10,368         |
| 10           | 10,434         |
| 9            | 10,368         |
| 8            | 10,368         |
| 7            | 10,434         |
| 6            | 10,368         |
| 5            | 10,368         |
| 4            | 10,434         |
| 3            | 10,368         |
| 2            | 10,368         |
| 1            | 7,278          |
| P1           | 868            |
| P2           | 271            |
| P3           | 271            |
| P4           | 271            |
| P5           | 271            |
| P6           | 281            |
| <b>Total</b> | <b>298,093</b> |

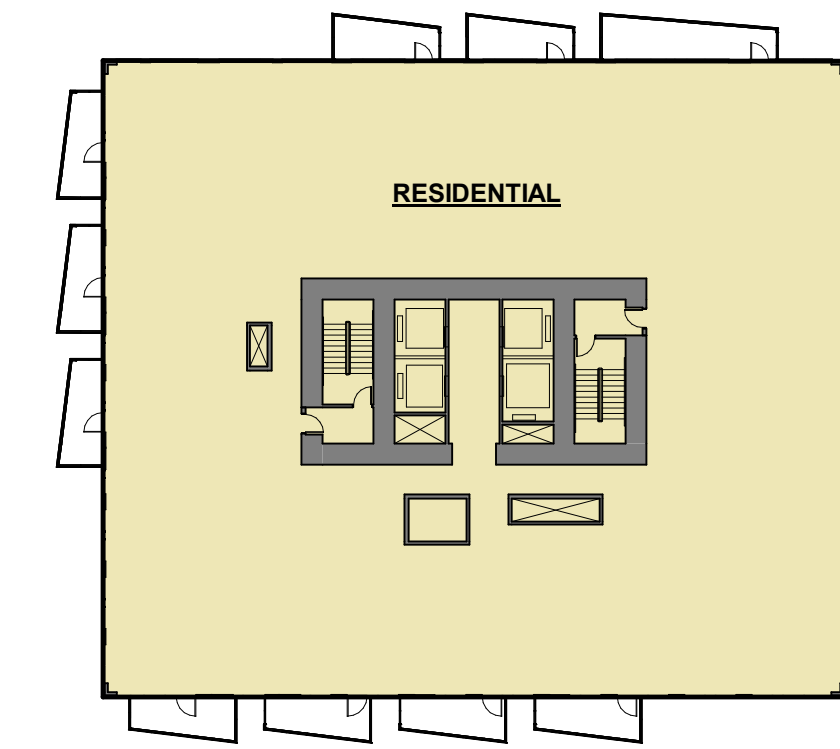
| Building 2   |                |
|--------------|----------------|
| FAR AREA     |                |
| LEVEL        | AREA (SF)      |
| 20           | 1,418          |
| 19           | 11,383         |
| 18           | 11,383         |
| 17           | 11,383         |
| 16           | 11,383         |
| 15           | 11,383         |
| 14           | 11,383         |
| 13           | 11,383         |
| 12           | 11,383         |
| 11           | 11,383         |
| 10           | 11,383         |
| 09           | 11,383         |
| 08           | 11,383         |
| 07           | 11,383         |
| 06           | 11,383         |
| 05           | 11,383         |
| 04           | 11,383         |
| 03           | 11,383         |
| 02           | 11,383         |
| 01           | 8,585          |
| <b>Total</b> | <b>214,897</b> |

SUBTOTAL BLDG's 1 & 2 512,990 SF  
EXISTING BUILDING: 56,686 SF  
**GRAND TOTAL: 569,676 SF**



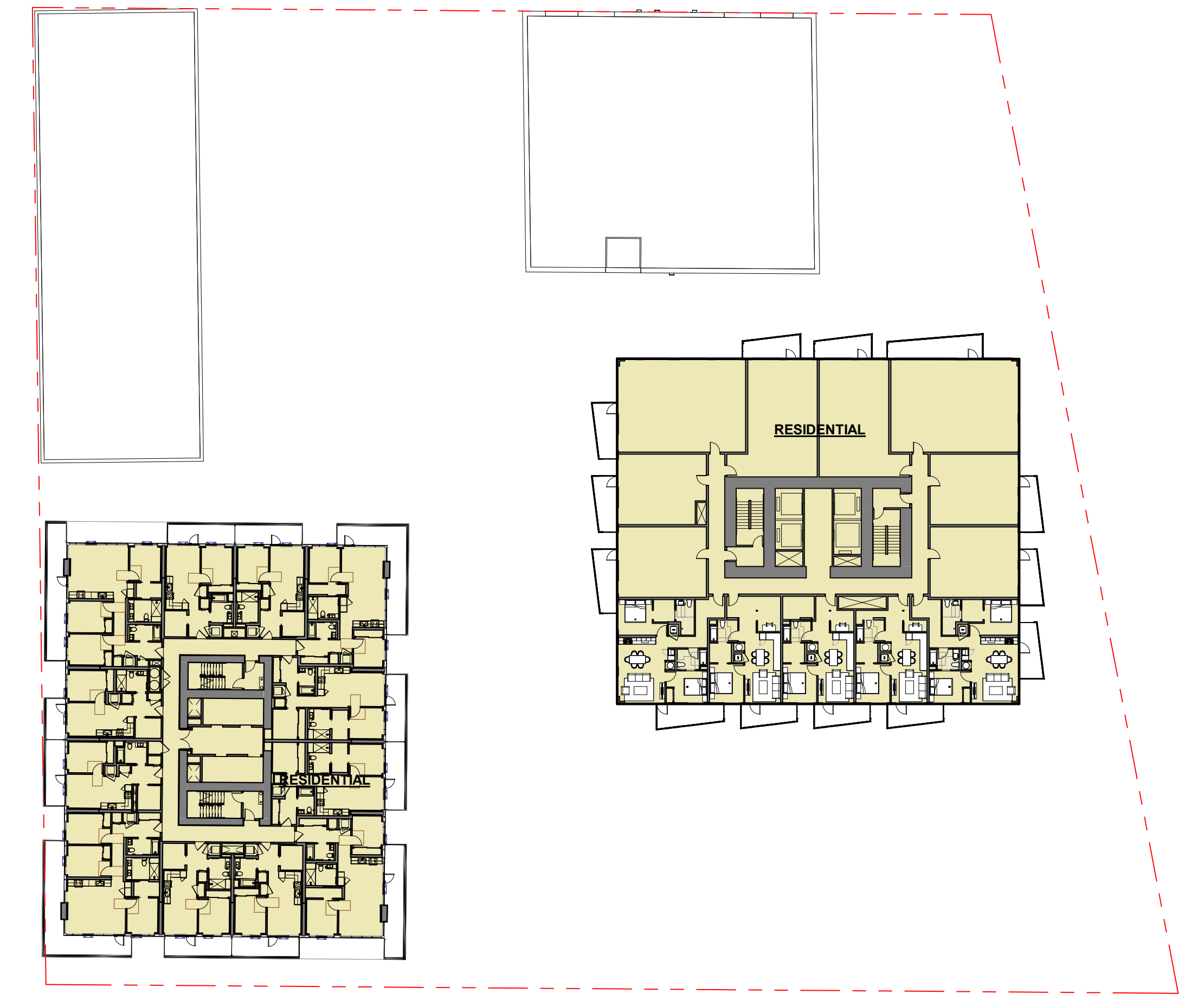


**BUILDING 1**  
30-Story Residential Building above Grade

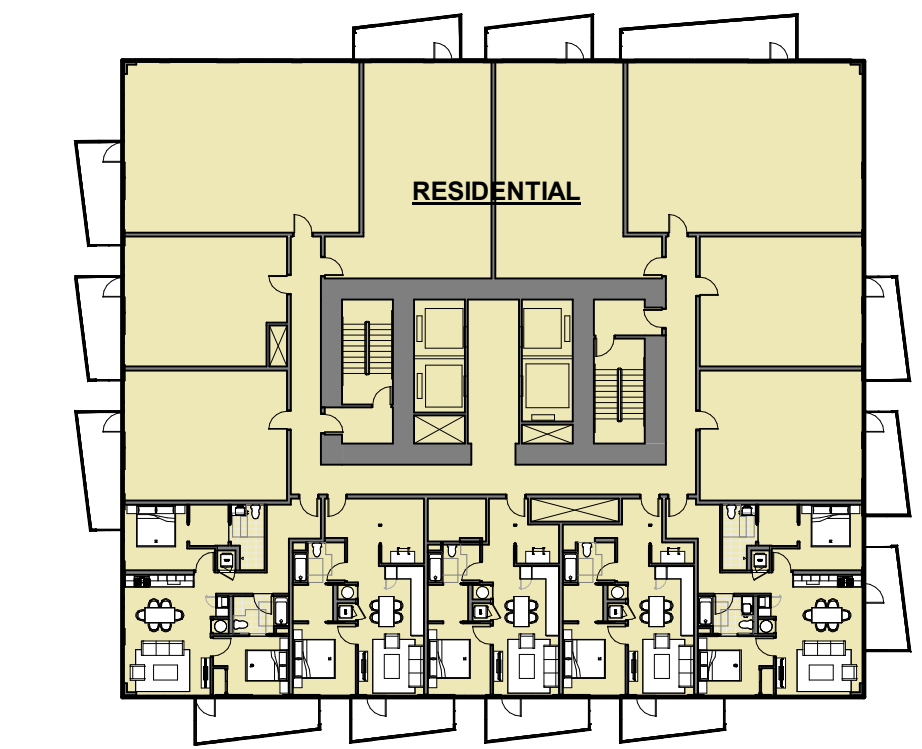


**BUILDING 2**  
19-Story Residential Building above Grade

**5 | AREA PLAN - LEVELS 14 - 19**  
SCALE: 1/32" = 1'-0"

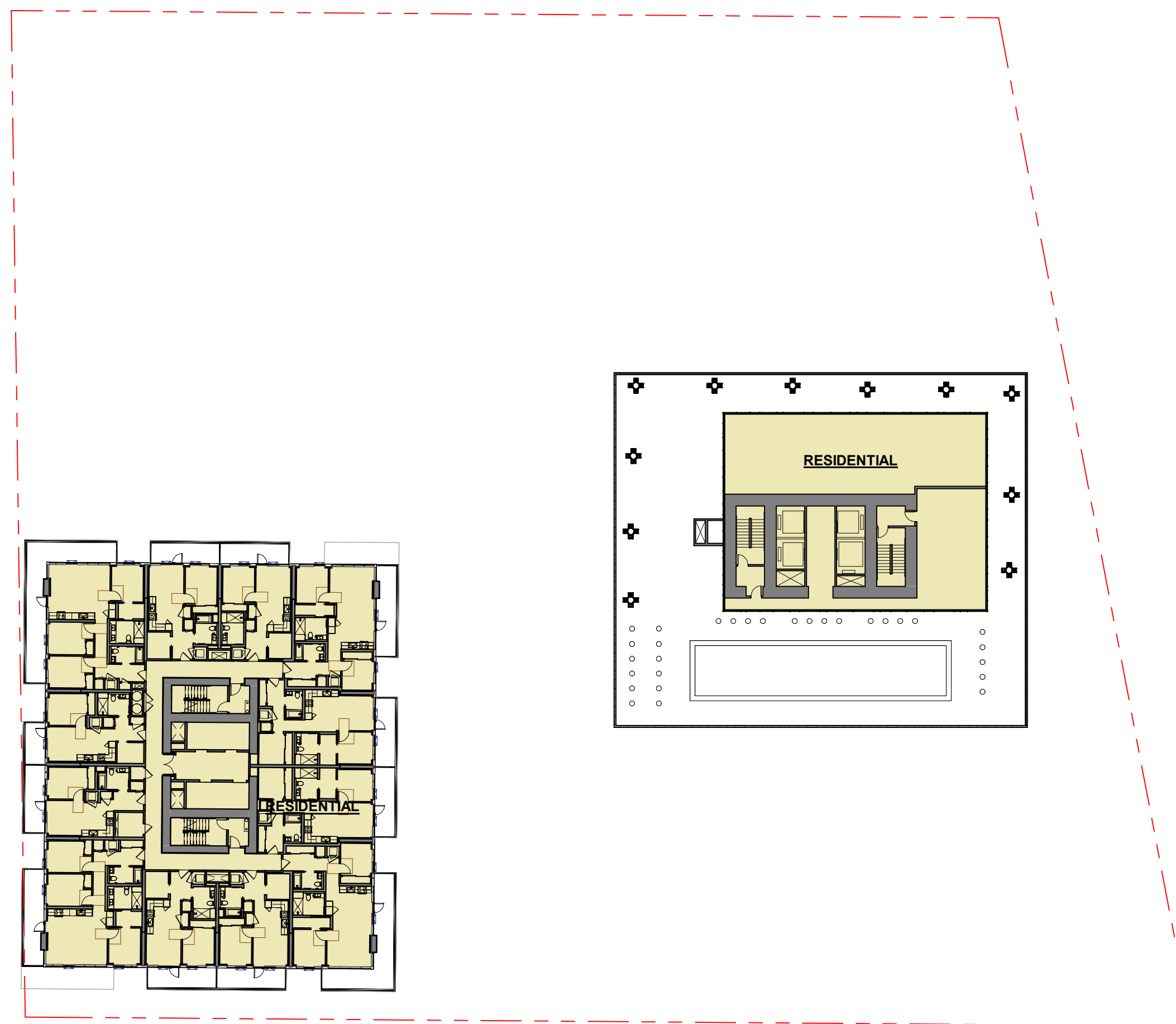


**BUILDING 1**  
30-Story Residential Building above Grade

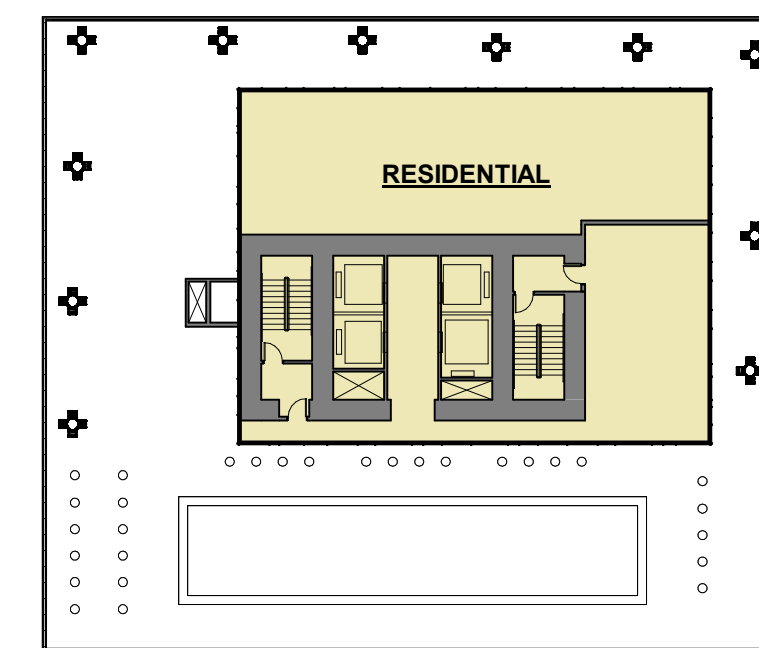


**BUILDING 2**  
19-Story Residential Building above Grade

**2 | AREA PLAN - TYP LEVEL**  
SCALE: 1/32" = 1'-0"



**BUILDING 1**  
30-Story Residential Building above Grade



**BUILDING 2**  
19-Story Residential Building above Grade

**6 | AREA PLAN - ROOF LEVEL**  
SCALE: 1/32" = 1'-0"

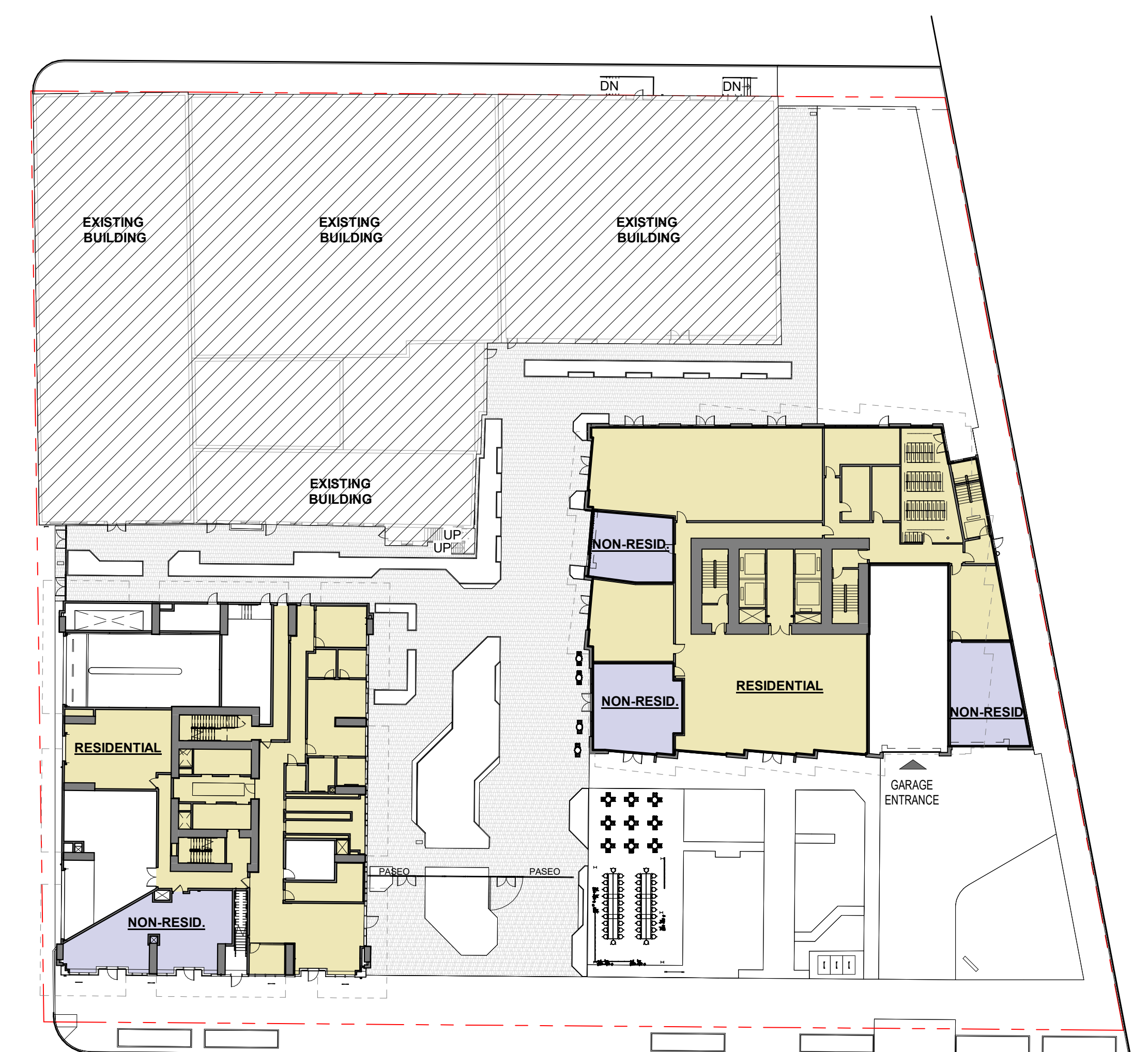


**BUILDING 1**  
30-Story Residential Building above Grade



**BUILDING 2**  
20-Story Residential Building above Grade

**3 | AREA PLAN - LEVEL 13**  
SCALE: 1/32" = 1'-0"

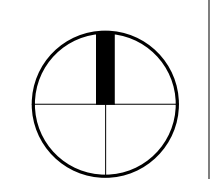


**BUILDING 1**  
30-Story Residential Building above Grade

**BUILDING 2**  
19-Story Residential Building above Grade

**1 | AREA PLAN - LEVEL 1**  
SCALE: 1/32" = 1'-0"

| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |

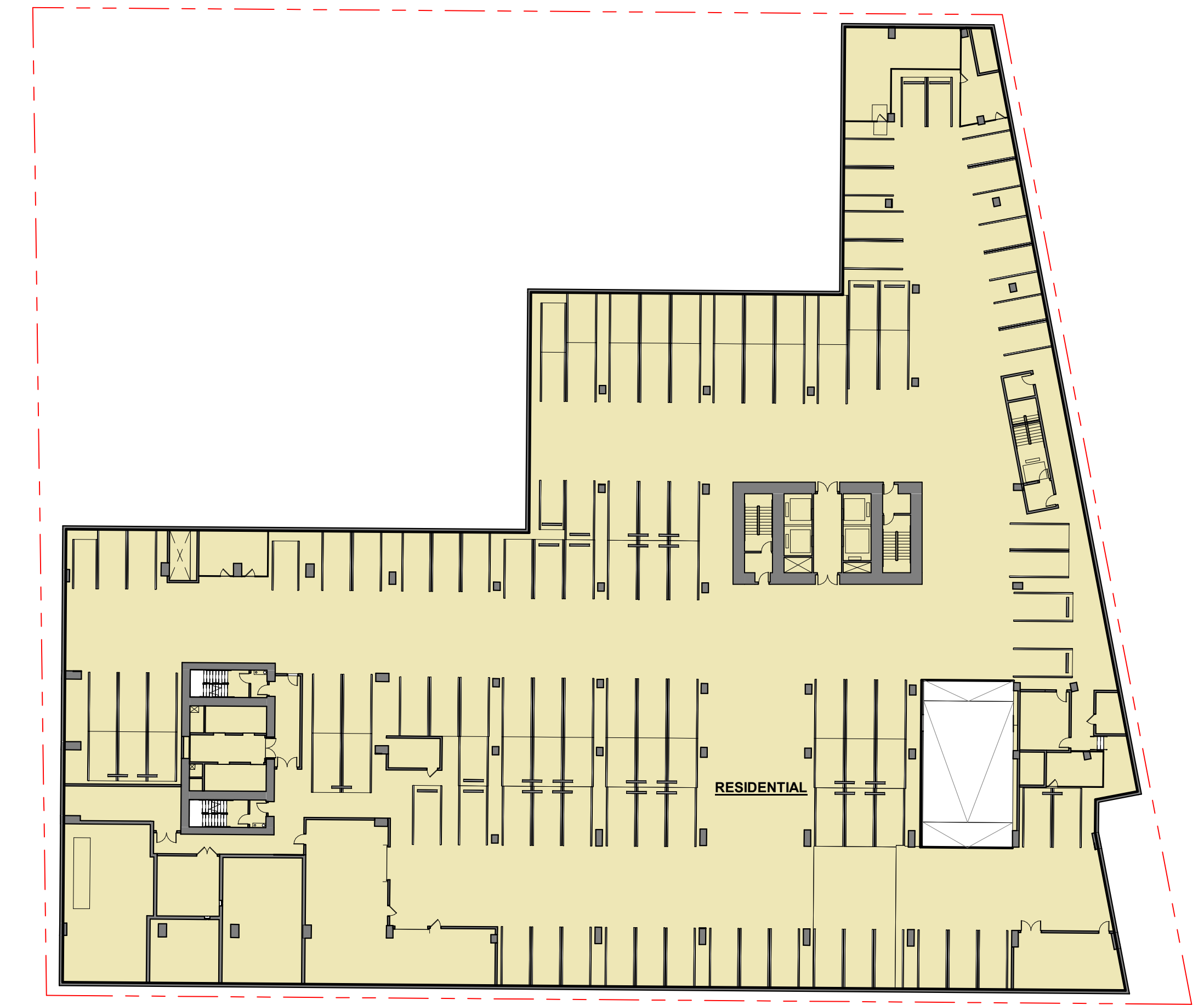


**Building 1**

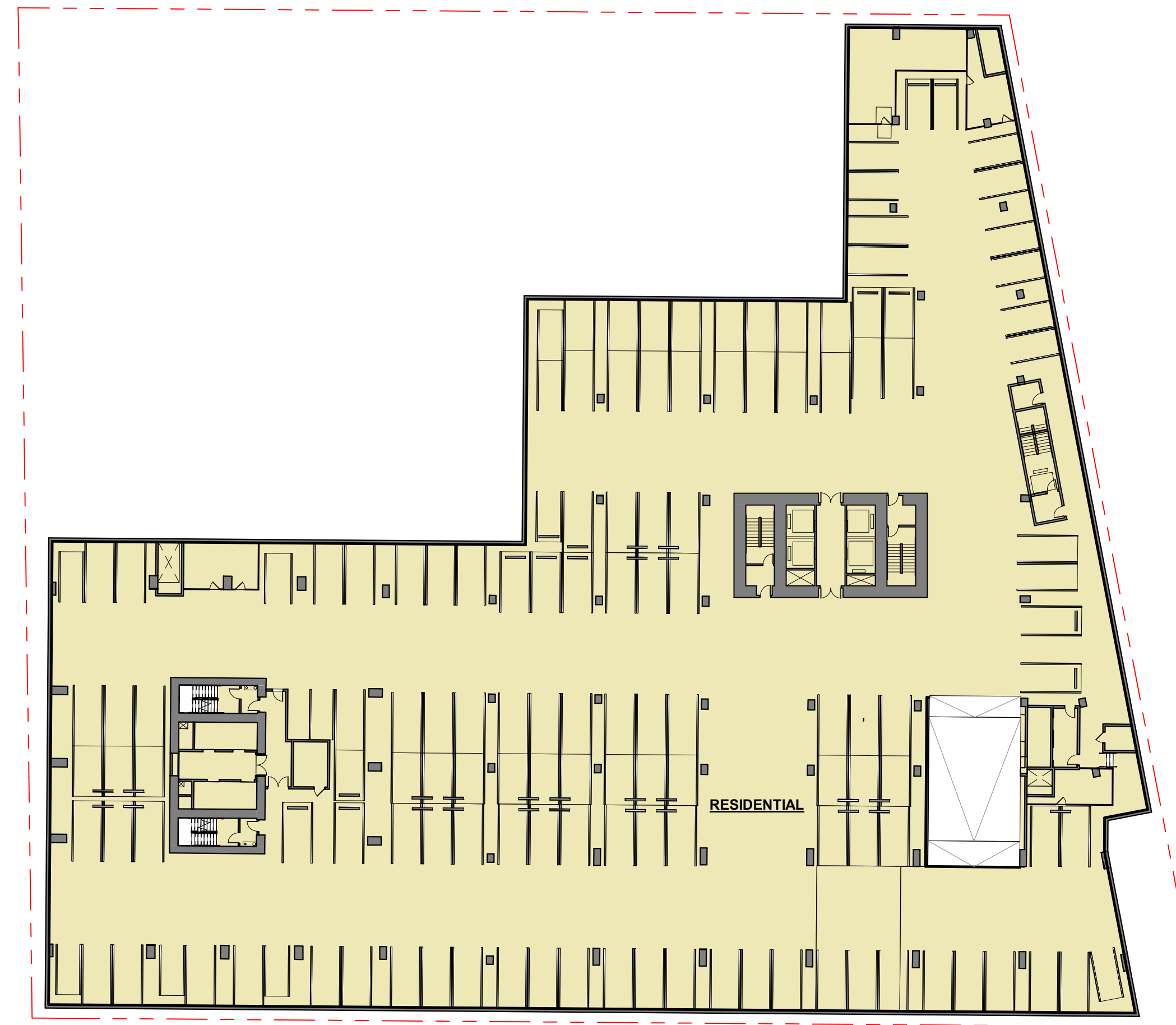
| LVL          | RESI           | NON RESI     | TOTAL GSF      |
|--------------|----------------|--------------|----------------|
| Mech         | 2,636          |              | 2,636          |
| 30           | 4,918          |              | 4,918          |
| 29           | 7,725          |              | 7,725          |
| 28           | 11,441         |              | 11,441         |
| 27           | 11,441         |              | 11,441         |
| 26           | 11,441         |              | 11,441         |
| 25           | 11,441         |              | 11,441         |
| 24           | 11,441         |              | 11,441         |
| 23           | 11,441         |              | 11,441         |
| 22           | 11,441         |              | 11,441         |
| 21           | 11,441         |              | 11,441         |
| 20           | 11,441         |              | 11,441         |
| 19           | 11,441         |              | 11,441         |
| 18           | 11,441         |              | 11,441         |
| 17           | 11,441         |              | 11,441         |
| 16           | 11,441         |              | 11,441         |
| 15           | 11,441         |              | 11,441         |
| 14           | 11,441         |              | 11,441         |
| 13           | 11,441         |              | 11,441         |
| 12           | 11,441         |              | 11,441         |
| 11           | 11,441         |              | 11,441         |
| 10           | 11,441         |              | 11,441         |
| 9            | 11,441         |              | 11,441         |
| 8            | 11,441         |              | 11,441         |
| 7            | 11,441         |              | 11,441         |
| 6            | 11,441         |              | 11,441         |
| 5            | 11,441         |              | 11,441         |
| 4            | 11,441         |              | 11,441         |
| 3            | 11,441         |              | 11,441         |
| 2            | 11,441         |              | 11,441         |
| 1            | 8,690          | 1,066        | 9,756          |
| <b>Total</b> | <b>332,876</b> | <b>1,066</b> | <b>333,942</b> |

**Building 2**

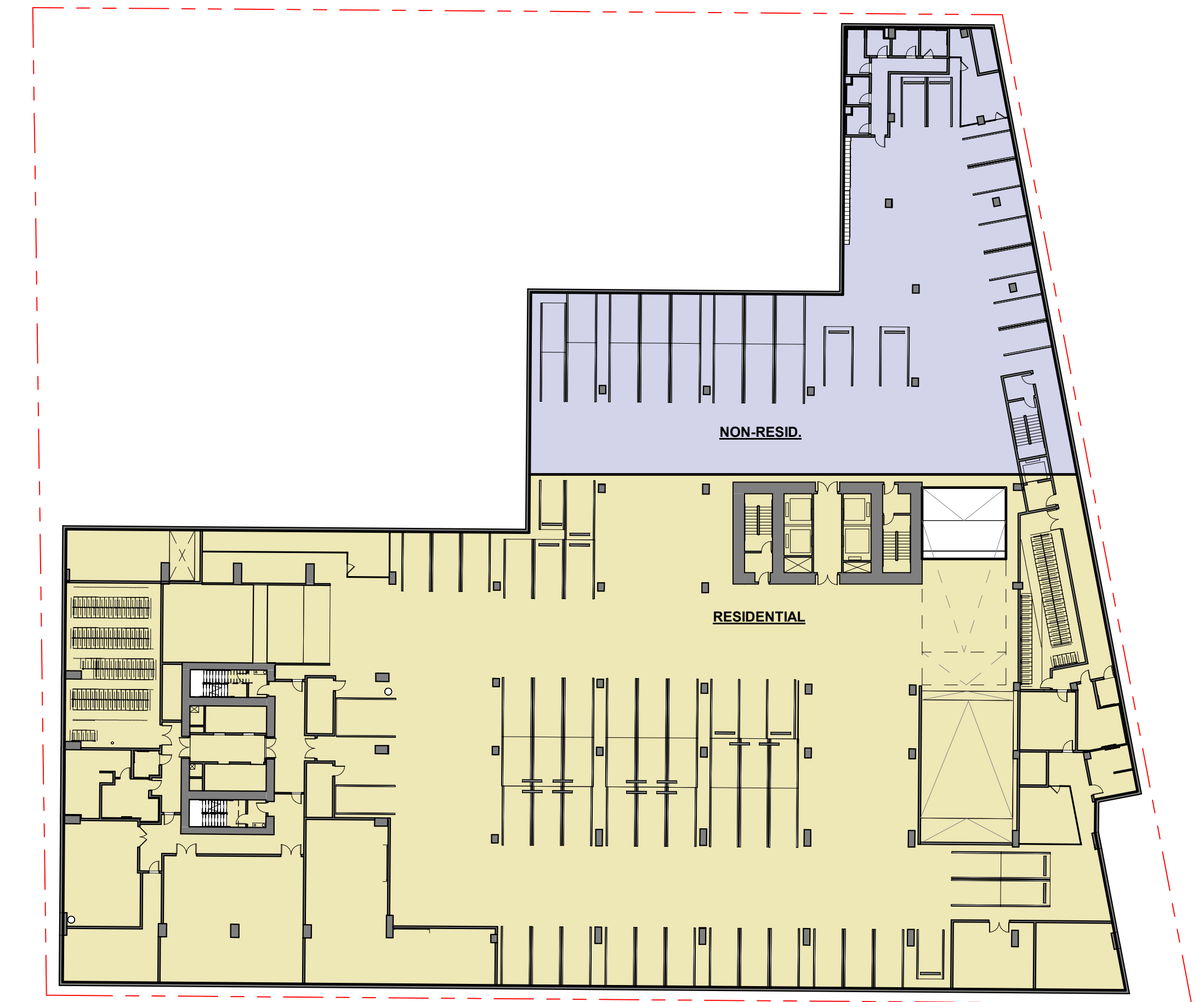
| ABOVE GRADE LEVELS             |           |      | RESIDENTIAL    | NON RESIDENTIAL | TOTAL          |
|--------------------------------|-----------|------|----------------|-----------------|----------------|
| BLG HT                         | F to F    | FLR. | SF             | SF              | SF             |
| 226 ft                         | 12 ft     | TOB  |                |                 |                |
| 214 ft                         | 15.33 ft  | 20   | 4,614          |                 | 4,614          |
| 209 ft                         | 10.67 ft  | 19   | 13,100         |                 | 13,100         |
| 199 ft                         | 10.67 ft  | 18   | 13,100         |                 | 13,100         |
| 188 ft                         | 10.67 ft  | 17   | 13,100         |                 | 13,100         |
| 177 ft                         | 10.67 ft  | 16   | 13,100         |                 | 13,100         |
| 167 ft                         | 10.67 ft  | 15   | 13,100         |                 | 13,100         |
| 156 ft                         | 9.67 ft   | 14   | 13,100         |                 | 13,100         |
| 146 ft                         | 9.67 ft   | 13   | 13,100         |                 | 13,100         |
| 137 ft                         | 9.67 ft   | 12   | 13,100         |                 | 13,100         |
| 127 ft                         | 9.67 ft   | 11   | 13,100         |                 | 13,100         |
| 117 ft                         | 9.67 ft   | 10   | 13,100         |                 | 13,100         |
| 108 ft                         | 9.67 ft   | 09   | 13,100         |                 | 13,100         |
| 98 ft                          | 9.67 ft   | 08   | 13,100         |                 | 13,100         |
| 88 ft                          | 9.67 ft   | 07   | 13,100         |                 | 13,100         |
| 79 ft                          | 9.67 ft   | 06   | 13,100         |                 | 13,100         |
| 69 ft                          | 9.67 ft   | 05   | 13,100         |                 | 13,100         |
| 59 ft                          | 9.67 ft   | 04   | 13,100         |                 | 13,100         |
| 50 ft                          | 9.67 ft   | 03   | 13,100         |                 | 13,100         |
| 40 ft                          | 20.00 ft  | 02   | 12,190         |                 | 12,190         |
| 20 ft                          | 20.00 ft  | 01   | 10,006         | 2,201           | 12,207         |
|                                |           |      | <b>249,510</b> | <b>2,201</b>    | <b>251,711</b> |
|                                |           |      | SF             | GSF             | GSF            |
| <b>ABOVE GRADE GRAND TOTAL</b> |           |      | <b>582,386</b> | <b>3,267</b>    | <b>585,653</b> |
|                                |           |      | SF             | GSF             | GSF            |
| <b>BELOW GRADE LEVELS</b>      |           |      |                |                 |                |
| -15.5 ft                       | -15.50 ft | P1   | 45,075         | 13,438          | 58,513         |
| -25.5 ft                       | -10.00 ft | P2   | 58,513         |                 | 58,513         |
| -35.5 ft                       | -10.00 ft | P3   | 58,513         |                 | 58,513         |
| -45.5 ft                       | -10.00 ft | P4   | 58,513         |                 | 58,513         |
| -55.5 ft                       | -10.00 ft | P5   | 58,513         |                 | 58,513         |
| -65.5 ft                       | -10.00 ft | P6   | 58,513         |                 | 58,513         |
|                                |           |      | <b>337,640</b> | <b>13,438</b>   | <b>351,078</b> |
|                                |           |      | SF             | GSF             | GSF            |
| <b>ALL LEVELS...</b>           |           |      | <b>920,026</b> | <b>16,705</b>   | <b>936,731</b> |
|                                |           |      | SF             | GSF             | GSF            |



2 | GARAGE LEVELS P2 - 6 AREA PLAN  
SCALE: 1/32" = 1'-0"



3 | GARAGE LEVEL P3 AREA PLAN  
SCALE: 1/32" = 1'-0"



1 | GARAGE LEVEL P1 AREA PLAN  
SCALE: 1/32" = 1'-0"

| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |

**OPEN SPACE CALCULATIONS**

**SUMMARY OF OPEN SPACE REQUIREMENT (LAMC 12.21G, ORD. NO. 171,753 & ORD. NO. 149,999)**

| BUILDING 1                            |            |             |               |
|---------------------------------------|------------|-------------|---------------|
| TYPE OF SPACE / # OF HABITABLE ROOMS* | QUANTITY   | REQUIREMENT | TOTAL         |
| <3 HABITABLE ROOMS (1-BR)             | 18         | 100 SF      | 1,800         |
| 3 HABITABLE ROOMS (1-BR + D / 2-BR)   | 198        | 125 SF      | 24,750        |
| >3 HABITABLE ROOMS (3-BR)             | 108        | 175 SF      | 18,900        |
| <b>TOTAL CODE REQUIRED OPEN SPACE</b> | <b>324</b> |             | <b>45,450</b> |

| BUILDING 2                            |            |             |               |
|---------------------------------------|------------|-------------|---------------|
| TYPE OF SPACE / # OF HABITABLE ROOMS* | QUANTITY   | REQUIREMENT | TOTAL         |
| <3 HABITABLE ROOMS (1-BR)             | 46         | 100 SF      | 4,600         |
| 3 HABITABLE ROOMS (1-BR + D / 2-BR)   | 58         | 125 SF      | 7,250         |
| >3 HABITABLE ROOMS (3-BR)             | 46         | 175 SF      | 8,050         |
| <b>TOTAL CODE REQUIRED OPEN SPACE</b> | <b>150</b> |             | <b>19,900</b> |

|                                  |            |  |               |
|----------------------------------|------------|--|---------------|
| <b>TOTAL REQUIRED OPEN SPACE</b> | <b>474</b> |  | <b>65,350</b> |
|----------------------------------|------------|--|---------------|

**NOTES:**

HABITABLE ROOM: AN ENCLOSED SUBDIVISION IN A RESIDENTIAL BUILDING COMMONLY USED FOR LIVING PURPOSES, BUT NOT INCLUDING ANY LOBBY, HALL, CLOSET, STORAGE SPACE, WATER CLOSET, BATH, TOILET, SLOP SINK, GENERAL UTILITY ROOM OR SERVICE PORCH, A RECESS FROM A ROOM OR AN ALCOVE (OTHER THAN A DINING AREA) HAVING 50 SQUARE FEET OR MORE OF FLOOR AREA AND SO LOCATED THAT IT COULD BE PARTITIONED OFF TO FORM A HABITABLE ROOM, SHALL BE CONSIDERED A HABITABLE ROOM. (AMENDED BY ORD. NO. 148,421, EFF. 9/14/74.)

\*FOR THE PURPOSE OF APPLYING THE OPEN SPACE REQUIREMENTS, A KITCHEN SHALL NOT BE CONSIDERED A HABITABLE ROOM.

**TOTAL CODE-REQUIRED "COMMON OPEN SPACE" BREAKDOWN:**

|   |                 |               |
|---|-----------------|---------------|
| COMMON OPEN SPACE TOTAL AREA - MINIMUM 50% OF TOTAL REQUIRED:         | 65,350 X 0.50 = | <b>32,675</b> |
| COMMON OPEN SPACE PLANTED AREA - MINIMUM OF 25% OF REQUIRED           | 32,675 X 0.25 = | <b>8,169</b>  |
| COMMON OPEN SPACE 24-INCH BOX TREE QUANTITY (1 PER 4 DWELLING UNITS): | 474 / 4 =       | <b>119</b>    |

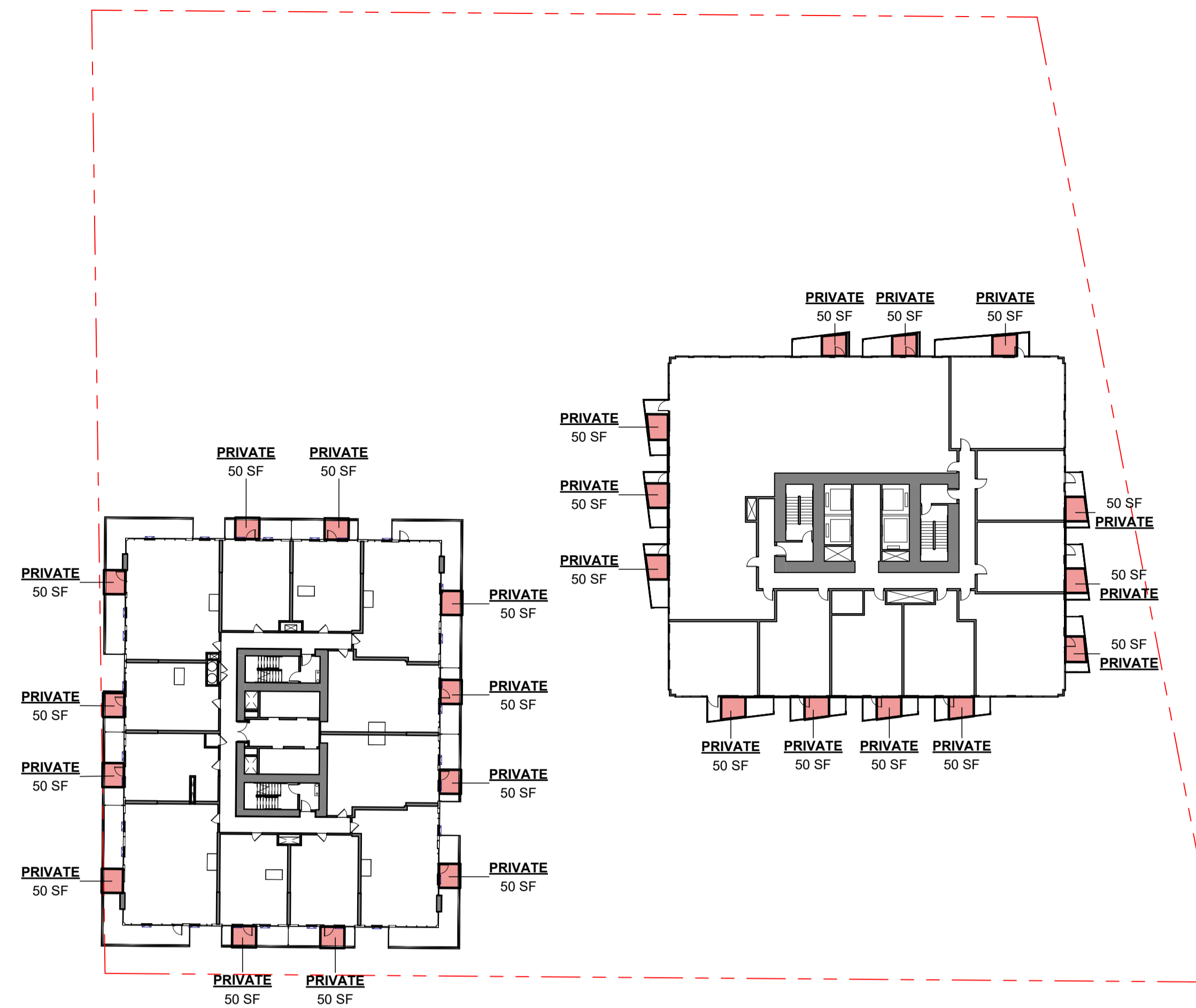
**TOTAL PROVIDED OPEN SPACE BREAKDOWN:**

|  |  |               |
|--|--|---------------|
| TOTAL PROVIDED COMMON OPEN SPACE - OUTDOOR AREA:                           | 40,822   | <b>40,822</b> |
| TOTAL PROVIDED COMMON OPEN SPACE - INDOOR AREA:                            | BLDG 1 + BLDG 2 =<br>5,287 + 3,810 =                           | <b>9,077</b>  |
| TOTAL PROVIDED PRIVATE OPEN SPACE - BALCONY AREA (50 SF MAXIMUM PER UNIT): | BLDG 1 + BLDG 2 =<br>324 x 50 + 150 x 50 =<br>16,200 + 7,500 = | <b>23,700</b> |
| <b>TOTAL PROVIDED OPEN SPACE</b>   |  | <b>73,599</b> |

|   |              |
|---|--------------|
| TOTAL PROVIDED COMMON OPEN SPACE - PLANTED AREAS: (25% MINIMUM OF PROVIDED COMMON OPEN SPACE) | <b>8,169</b> |
| TOTAL PROVIDED COMMON OPEN SPACE 24-INCH BOX TREE QUANTITY (1 PER 4 DWELLING UNITS):          | <b>120</b>   |

**LEGEND**

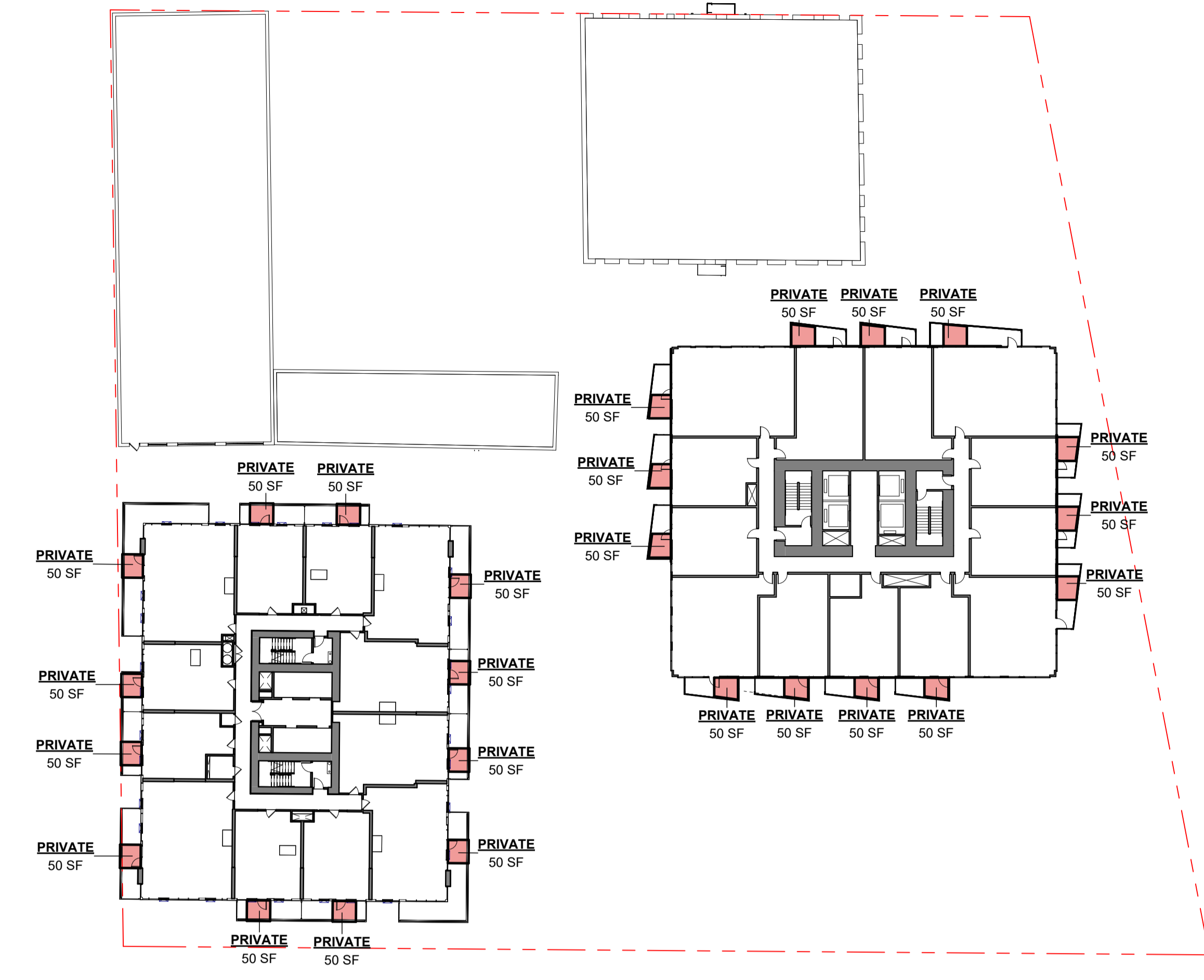
- COMMON - OUTDOOR SPACE
- COMMON - INDOOR SPACE
- PRIVATE - OPEN SPACE



**BUILDING 1**  
30-Story Residential Building above Grade

**BUILDING 2**  
20-Story Residential Building above Grade

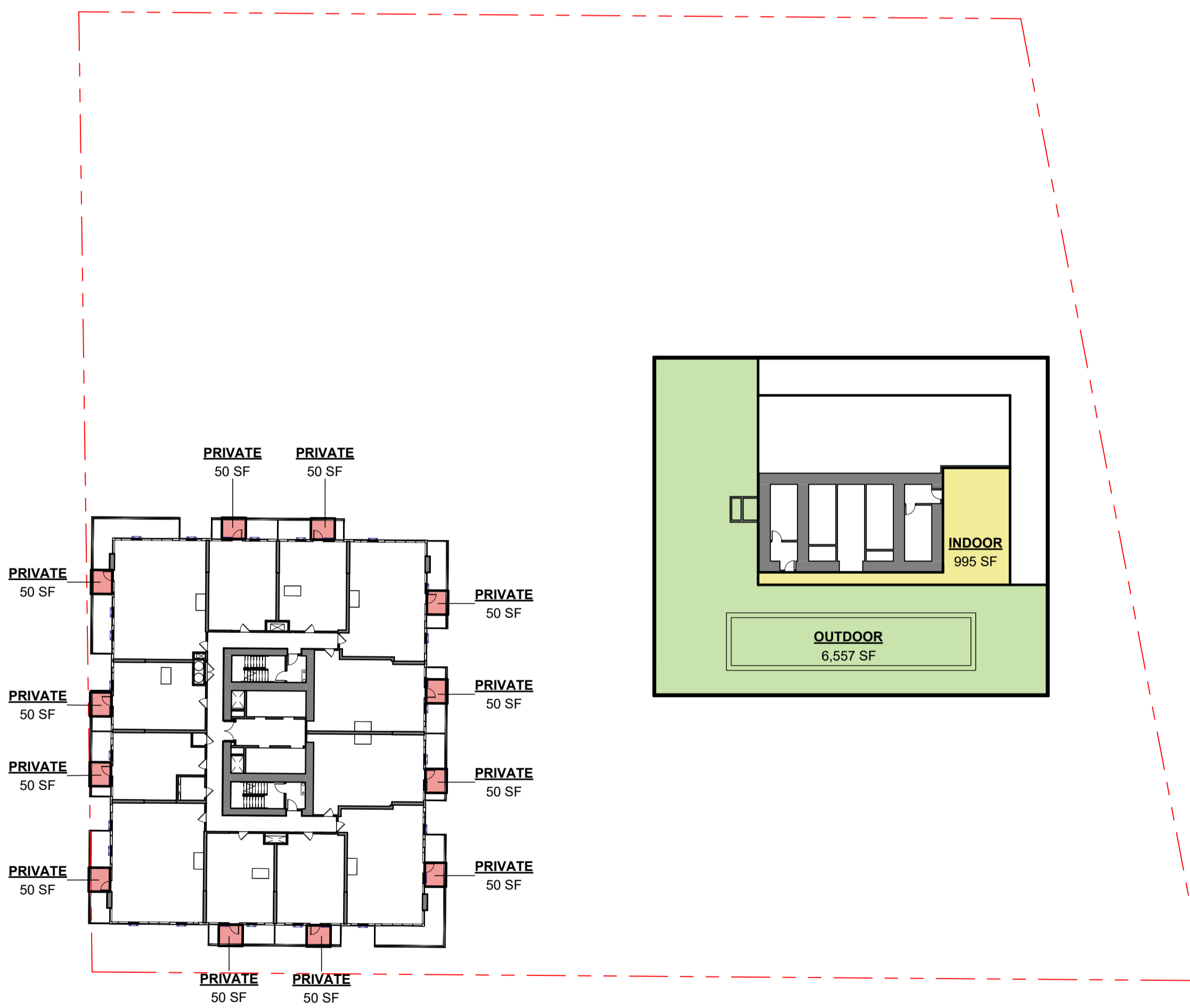
**2 | BLDG 2 LVL 13**  
SCALE: 1/32" = 1'-0"



**BUILDING 1**  
30-Story Residential Building above Grade

**BUILDING 2**  
20-Story Residential Building above Grade

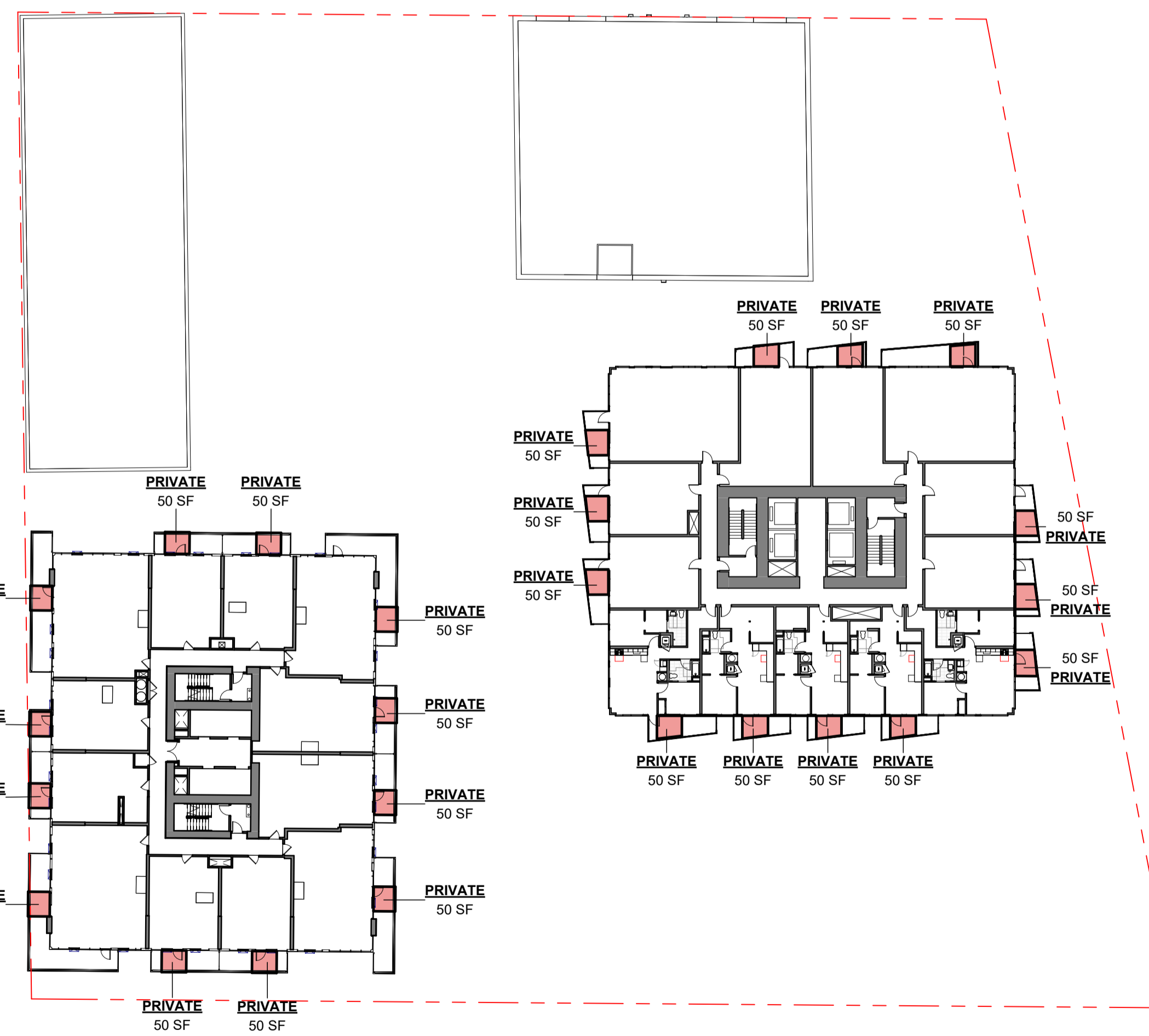
**3 | BLDG 2 LVL 3**  
SCALE: 1/32" = 1'-0"



**BUILDING 1**  
30-Story Residential Building above Grade

**BUILDING 2**  
20-Story Residential Building above Grade

**5 | BLDG 2 RF LVL 20**  
SCALE: 1/32" = 1'-0"



**BUILDING 1**  
30-Story Residential Building above Grade

**BUILDING 2**  
20-Story Residential Building above Grade

**4 | BLDG 2 LVL 4**  
SCALE: 1/32" = 1'-0"

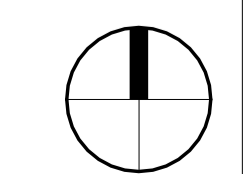


**BUILDING 1**  
30-Story Residential Building above Grade

**BUILDING 2**  
20-Story Residential Building above Grade

**1 | BLDG 2 LVL 1**  
SCALE: 1/32" = 1'-0"

| NO. | DATE     | ENTITLEMENT | DESCRIPTION |
|-----|----------|-------------|-------------|
| 1   | 10/10/24 |             |             |



**OPEN SPACE CALCULATIONS**

**SUMMARY OF OPEN SPACE REQUIREMENT (LAMC 12.21G, ORD. NO. 171,753 & ORD. NO. 149,999)**

**BUILDING 1**

| TYPE OF SPACE / # OF HABITABLE ROOMS* | QUANTITY   | REQUIREMENT | TOTAL         |
|---------------------------------------|------------|-------------|---------------|
| <3 HABITABLE ROOMS (1-BR)             | 18         | 100 SF      | 1,800         |
| 3 HABITABLE ROOMS (1-BR + D / 2-BR)   | 198        | 125 SF      | 24,750        |
| >3 HABITABLE ROOMS (3-BR)             | 108        | 175 SF      | 18,900        |
| <b>TOTAL CODE REQUIRED OPEN SPACE</b> | <b>324</b> |             | <b>45,450</b> |

**BUILDING 2**

| TYPE OF SPACE / # OF HABITABLE ROOMS* | QUANTITY   | REQUIREMENT | TOTAL         |
|---------------------------------------|------------|-------------|---------------|
| <3 HABITABLE ROOMS (1-BR)             | 46         | 100 SF      | 4,600         |
| 3 HABITABLE ROOMS (1-BR + D / 2-BR)   | 58         | 125 SF      | 7,250         |
| >3 HABITABLE ROOMS (3-BR)             | 46         | 175 SF      | 8,050         |
| <b>TOTAL CODE REQUIRED OPEN SPACE</b> | <b>150</b> |             | <b>19,900</b> |

|                                  |            |  |               |
|----------------------------------|------------|--|---------------|
| <b>TOTAL REQUIRED OPEN SPACE</b> | <b>474</b> |  | <b>65,350</b> |
|----------------------------------|------------|--|---------------|

**NOTES:**

HABITABLE ROOM: AN ENCLOSED SUBDIVISION IN A RESIDENTIAL BUILDING COMMONLY USED FOR LIVING PURPOSES, BUT NOT INCLUDING ANY LOBBY, HALL, CLOSET, STORAGE SPACE, WATER CLOSET, BATH, TOILET, SLOP SINK, GENERAL UTILITY ROOM OR SERVICE PORCH. A RECESS FROM A ROOM OR AN ALCOVE (OTHER THAN A DINING AREA) HAVING 90 SQUARE FEET OR MORE OF FLOOR AREA AND SO LOCATED THAT IT COULD BE PARTITIONED OFF TO FORM A HABITABLE ROOM, SHALL BE CONSIDERED A HABITABLE ROOM. (AMENDED BY ORD. NO. 148,421, EFF. 9/14/74.)

\*FOR THE PURPOSE OF APPLYING THE OPEN SPACE REQUIREMENTS, A KITCHEN SHALL NOT BE CONSIDERED A HABITABLE ROOM.

**TOTAL CODE-REQUIRED "COMMON OPEN SPACE" BREAKDOWN:**

|   |                 |               |
|---|-----------------|---------------|
| COMMON OPEN SPACE TOTAL AREA - MINIMUM 50% OF TOTAL REQUIRED:         | 65,350 X 0.50 = | <b>32,675</b> |
| COMMON OPEN SPACE PLANTED AREA - MINIMUM OF 25% OF REQUIRED           | 32,675 X 0.25 = | <b>8,169</b>  |
| COMMON OPEN SPACE 24-INCH BOX TREE QUANTITY (1 PER 4 DWELLING UNITS): | 474 / 4 =       | <b>119</b>    |

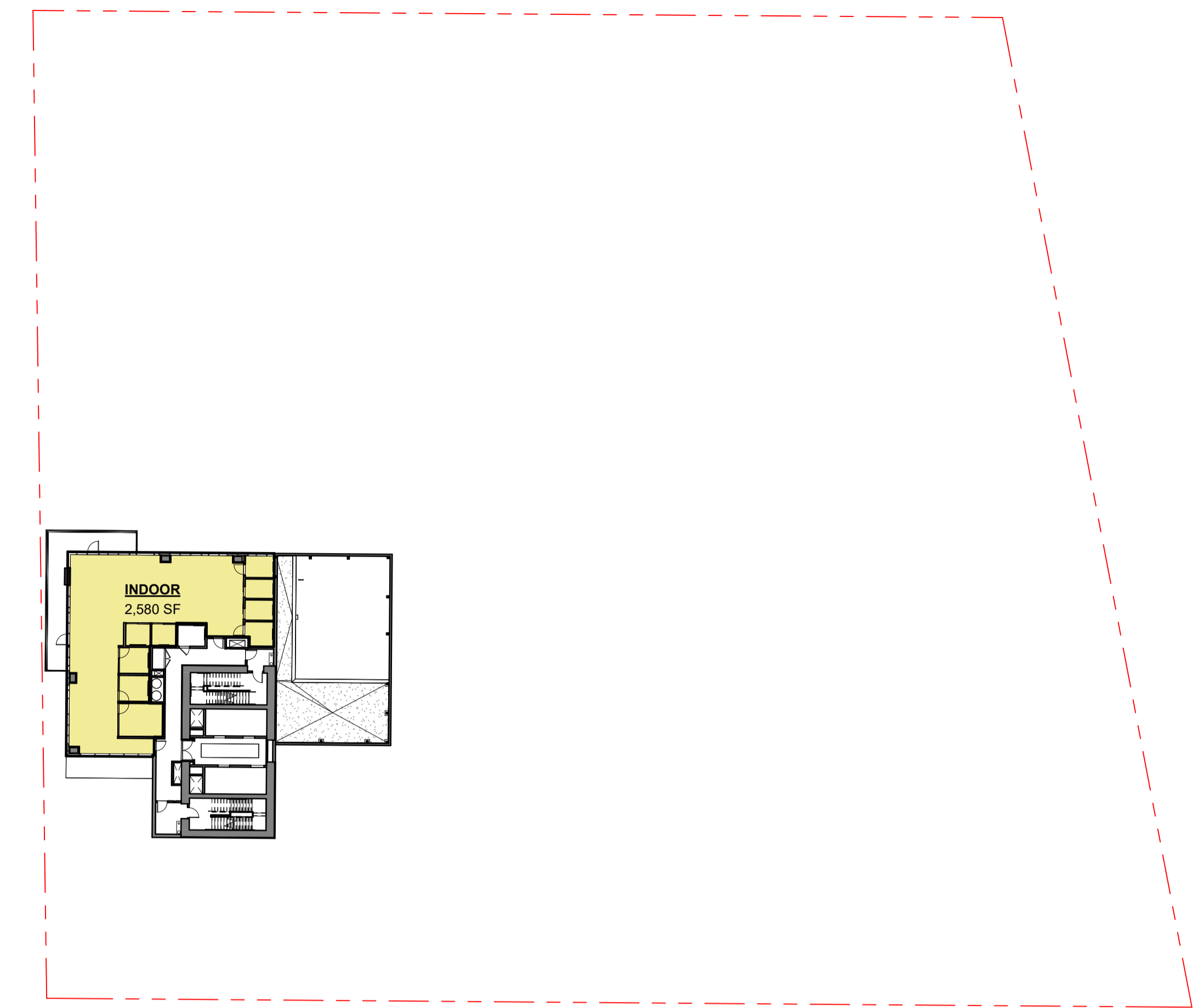
**TOTAL PROVIDED OPEN SPACE BREAKDOWN:**

|  |  |               |
|--|--|---------------|
| TOTAL PROVIDED COMMON OPEN SPACE - OUTDOOR AREA:                           | 40,822   | <b>40,822</b> |
| TOTAL PROVIDED COMMON OPEN SPACE - INDOOR AREA:                            | BLDG 1 + BLDG 2 =<br>5,287 + 3,819 =                           | <b>9,077</b>  |
| TOTAL PROVIDED PRIVATE OPEN SPACE - BALCONY AREA (60 SF MAXIMUM PER UNIT): | BLDG 1 + BLDG 2 =<br>324 x 50 + 150 x 50 =<br>16,200 + 7,500 = | <b>23,700</b> |
| <b>TOTAL PROVIDED OPEN SPACE</b>   |  | <b>73,599</b> |

|   |              |
|---|--------------|
| TOTAL PROVIDED COMMON OPEN SPACE - PLANTED AREAS: (25% MINIMUM OF PROVIDED COMMON OPEN SPACE) | <b>8,169</b> |
| TOTAL PROVIDED COMMON OPEN SPACE 24-INCH BOX TREE QUANTITY (1 PER 4 DWELLING UNITS):          | <b>120</b>   |

**LEGEND**

- COMMON - OUTDOOR SPACE
- COMMON - INDOOR SPACE
- PRIVATE - OPEN SPACE

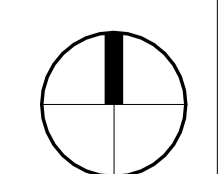


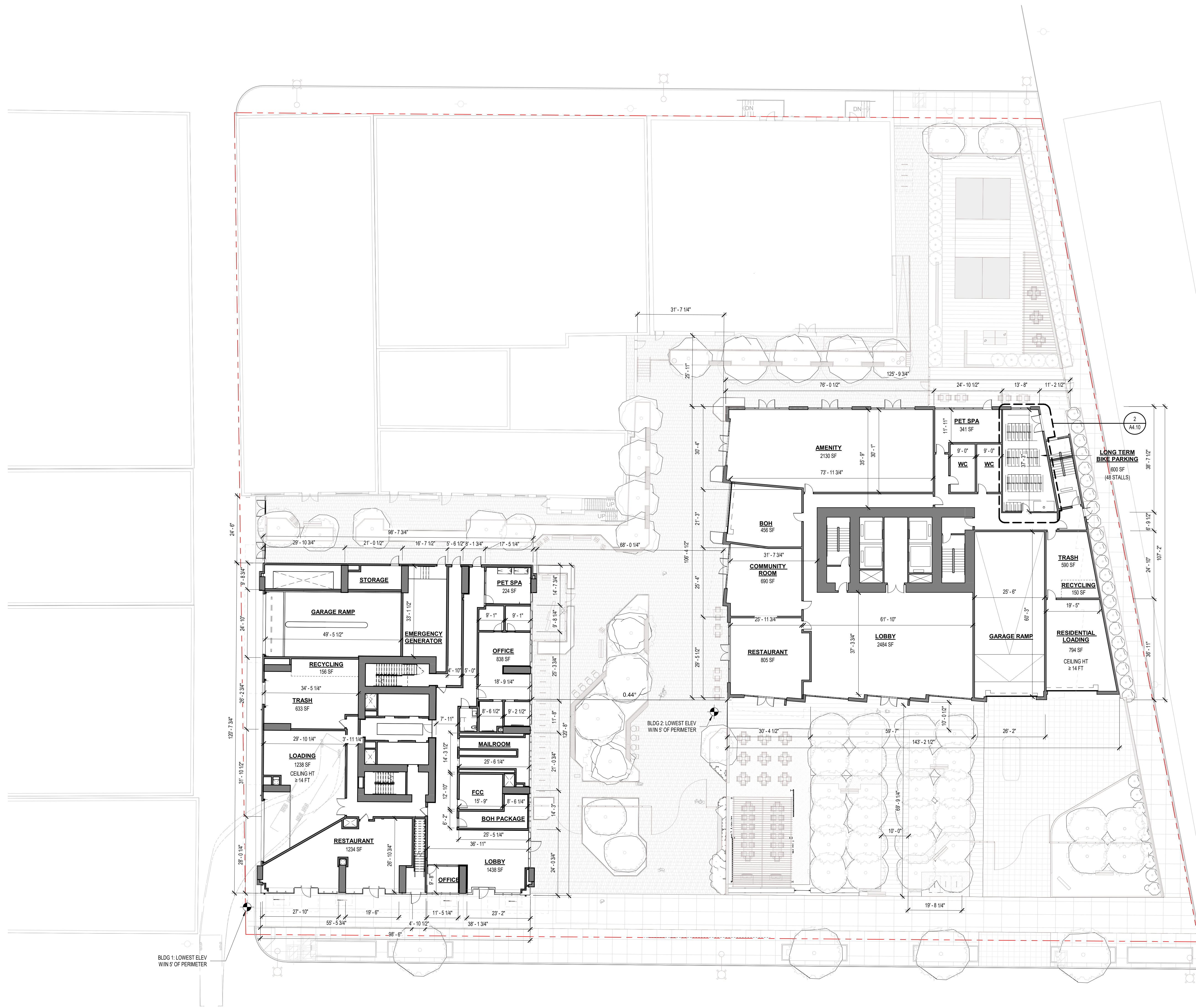
2 | BLDG 1 LVL 30  
SCALE: 1/32" = 1'-0"



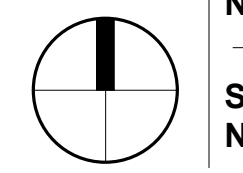
1 | BLDG 1 LVL 29  
SCALE: 1/32" = 1'-0"

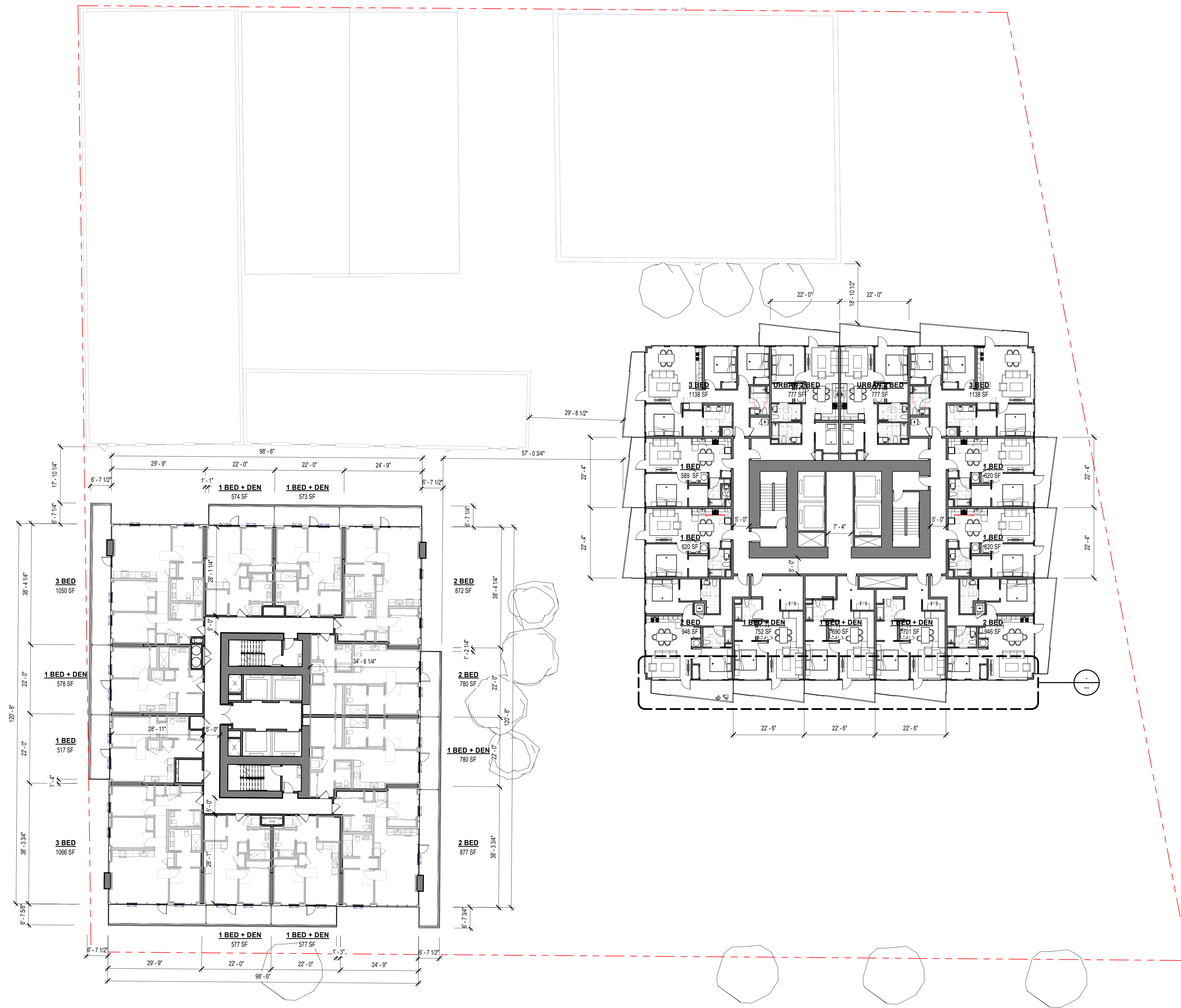
| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |



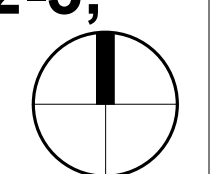


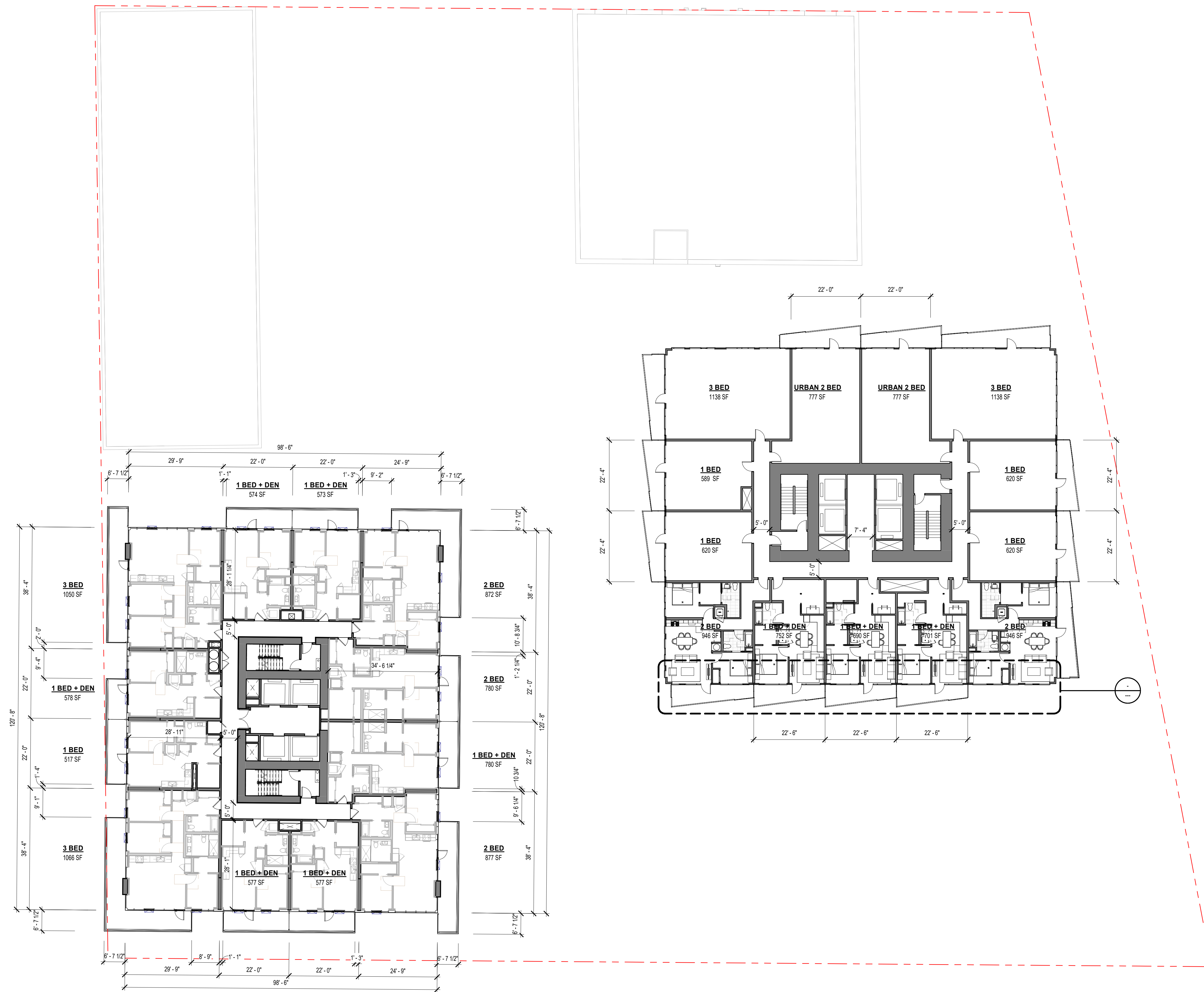
**1 FLOOR PLAN - LEVEL 1**  
SCALE: 1/16" = 1'-0"





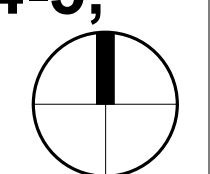
**1 FLOOR PLAN - TYP LEVEL A (LEVEL 2-3, 6-7, 10-11)**  
SCALE: 1/16" = 1'-0"

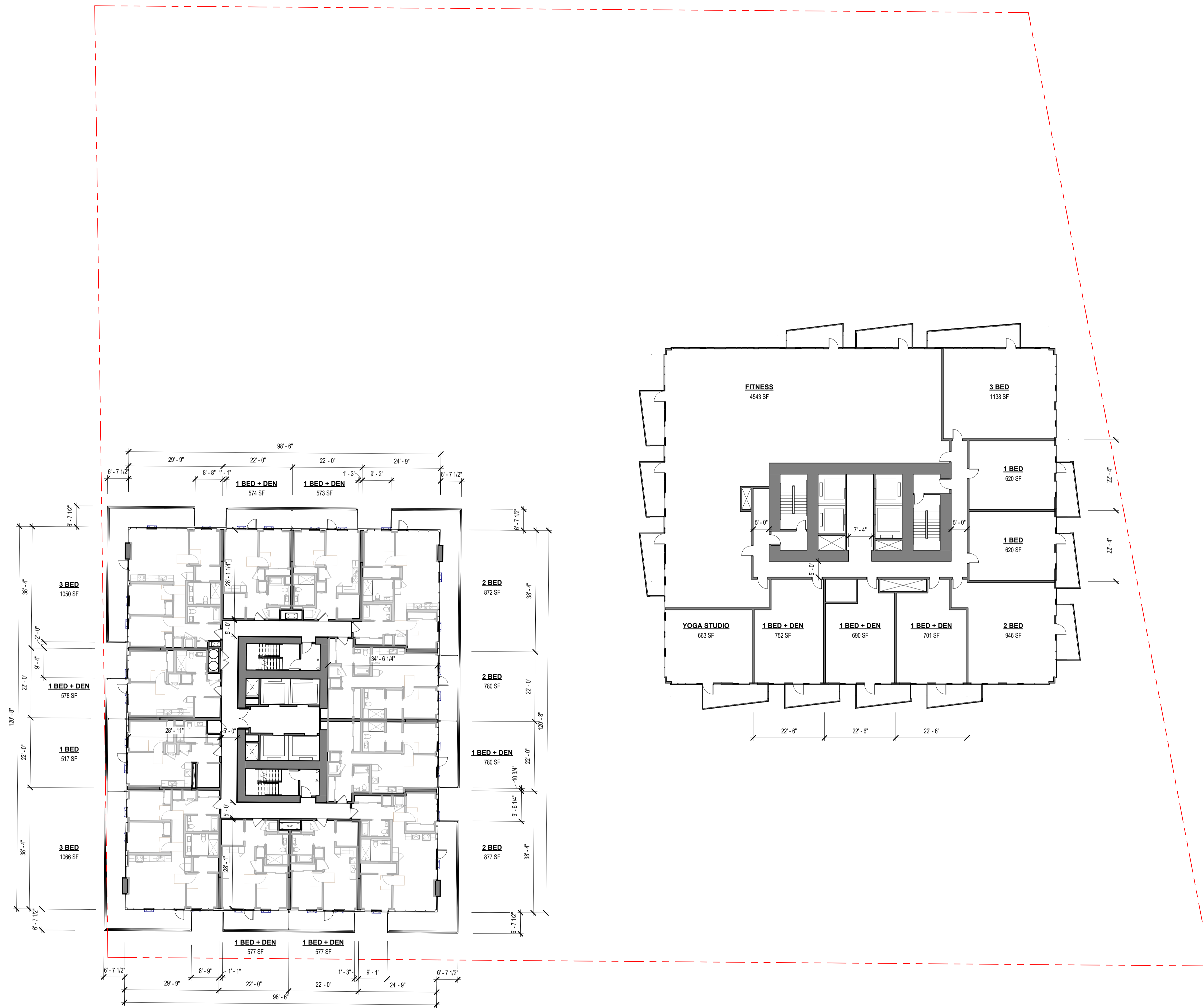




**1 FLOOR PLAN - TYP LEVEL B (LEVEL 4-5, 8-9, 12)**  
SCALE: 1/16" = 1'-0"

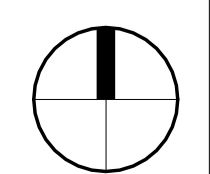
| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |

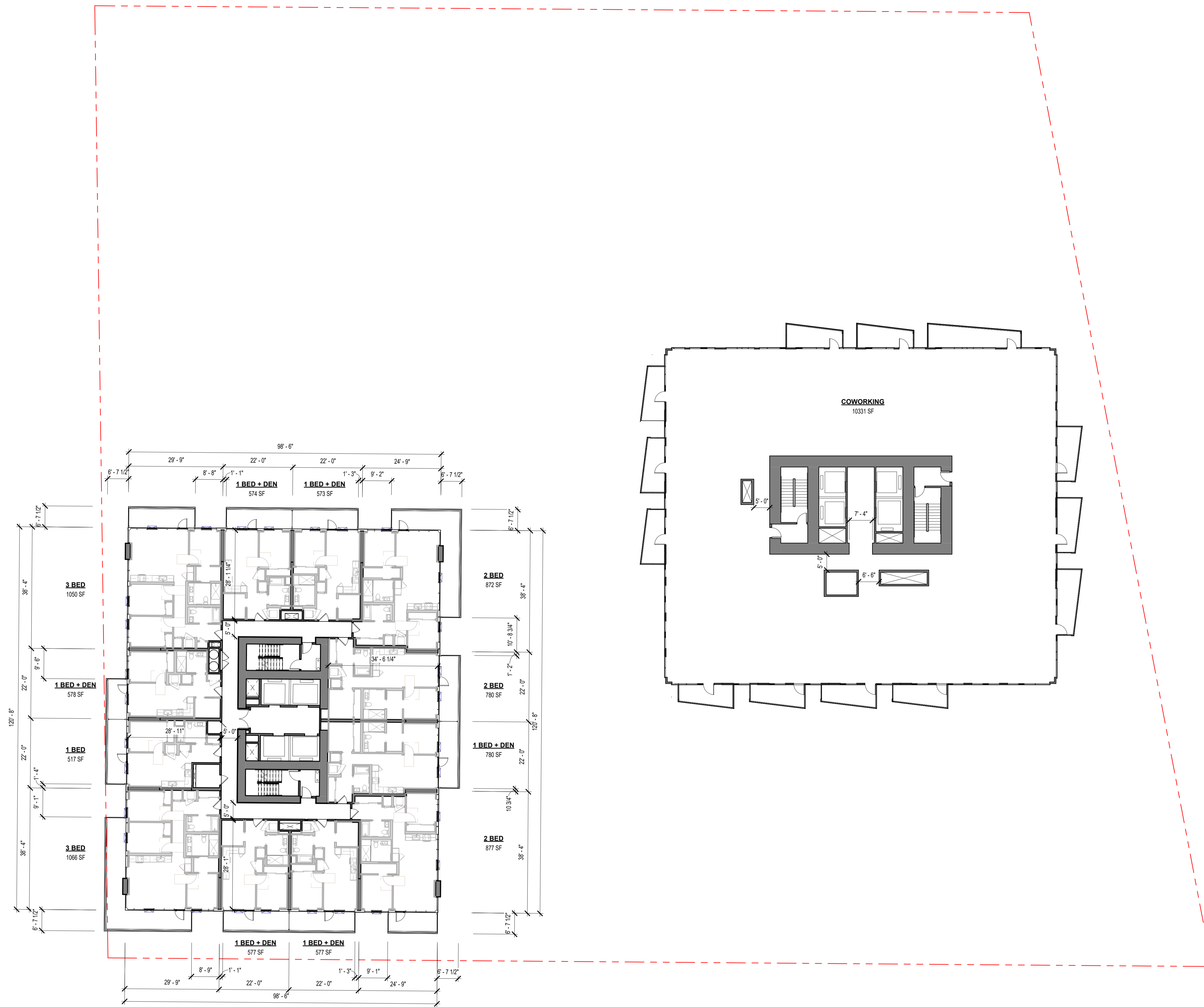




**1 FLOOR PLAN - LEVEL 13**  
SCALE: 1/16" = 1'-0"

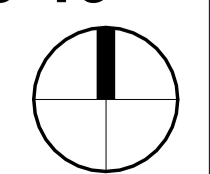
| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |

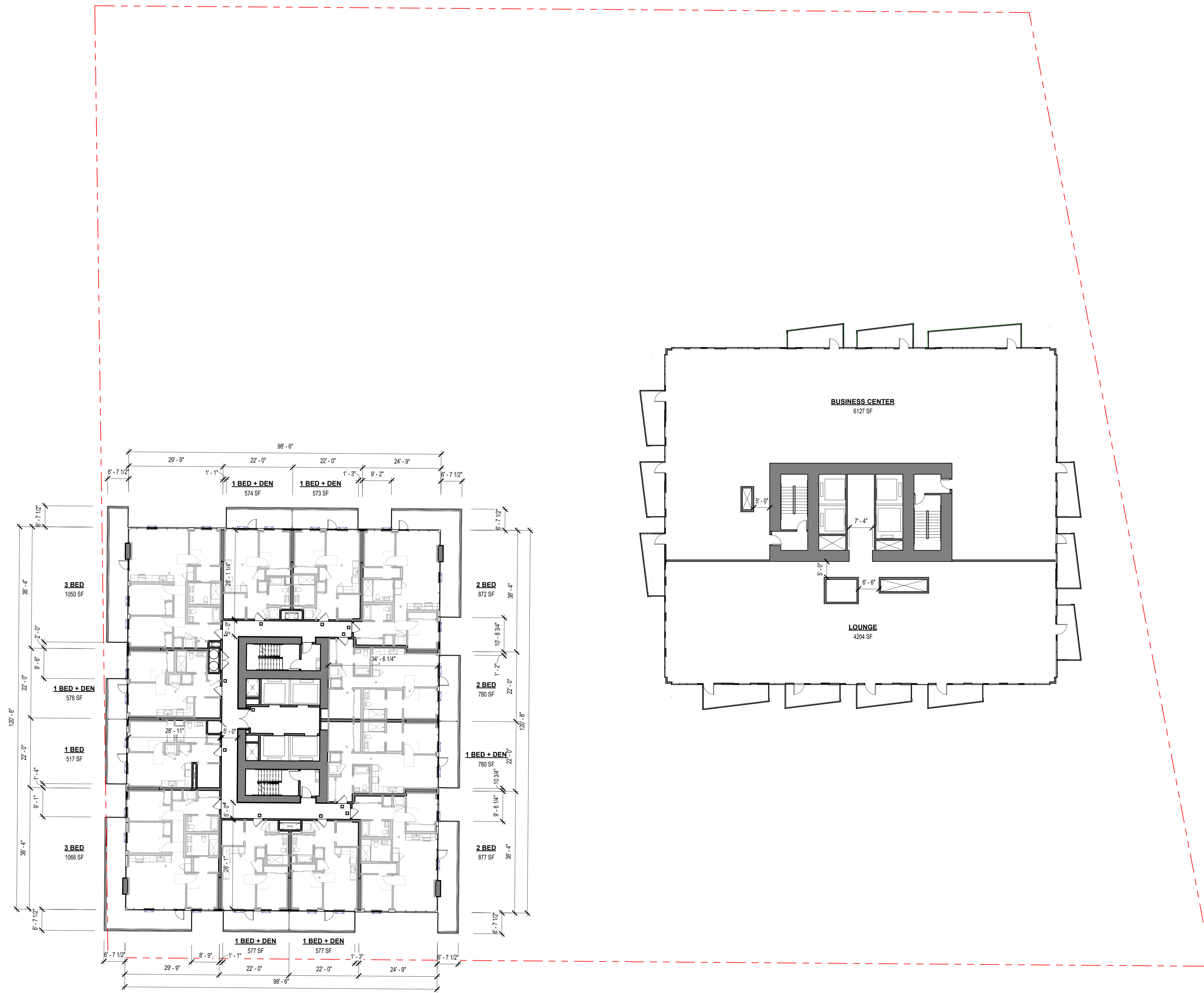




**1 FLOOR PLAN - LEVEL 14-15, 18-19**  
SCALE: 1/16" = 1'-0"

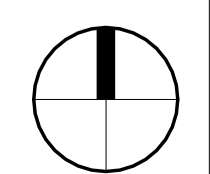
| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |

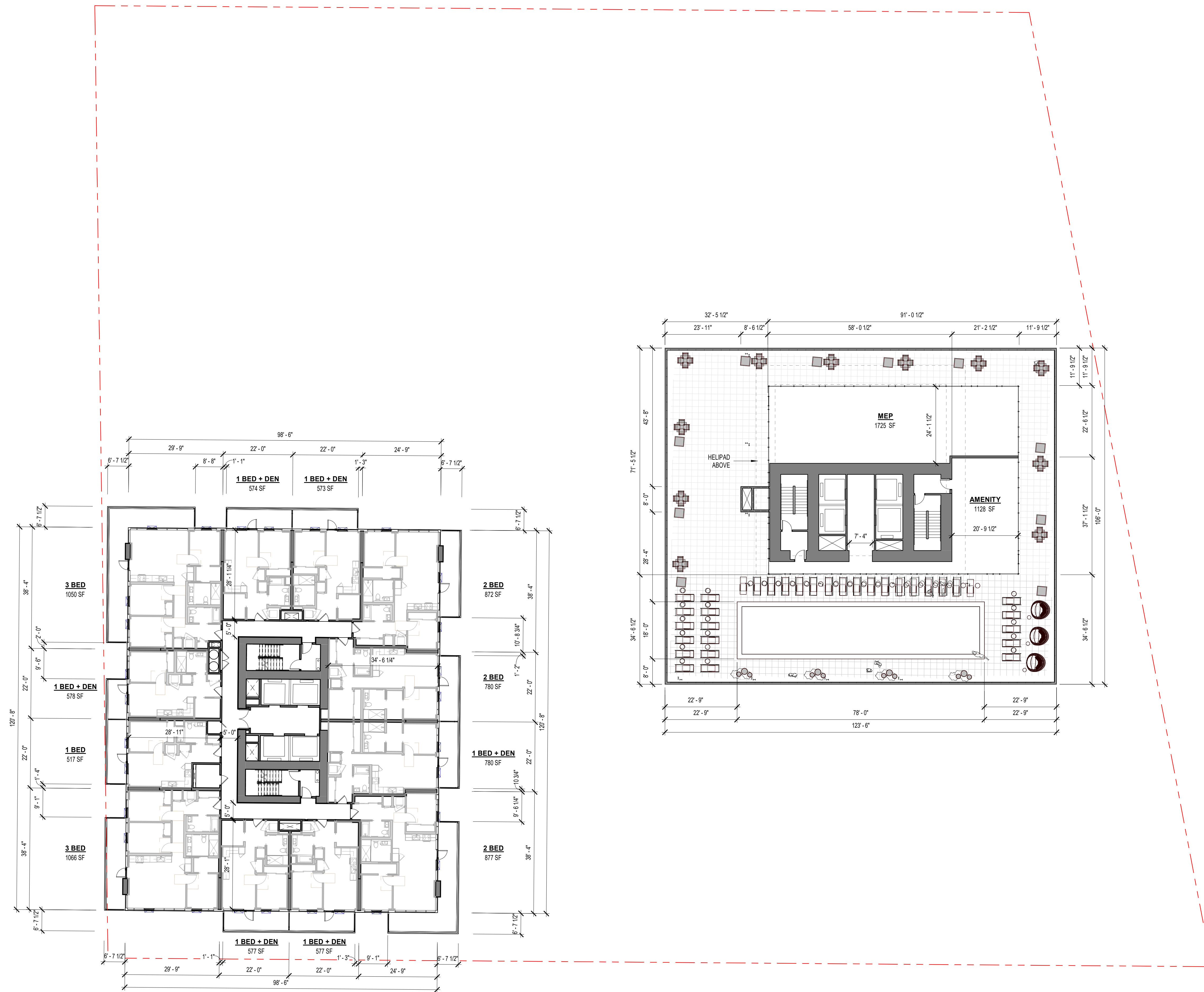




**1 FLOOR PLAN - LEVEL 16-17**  
SCALE: 1/16" = 1'-0"

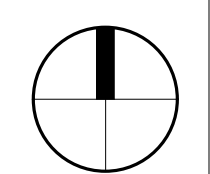
| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |

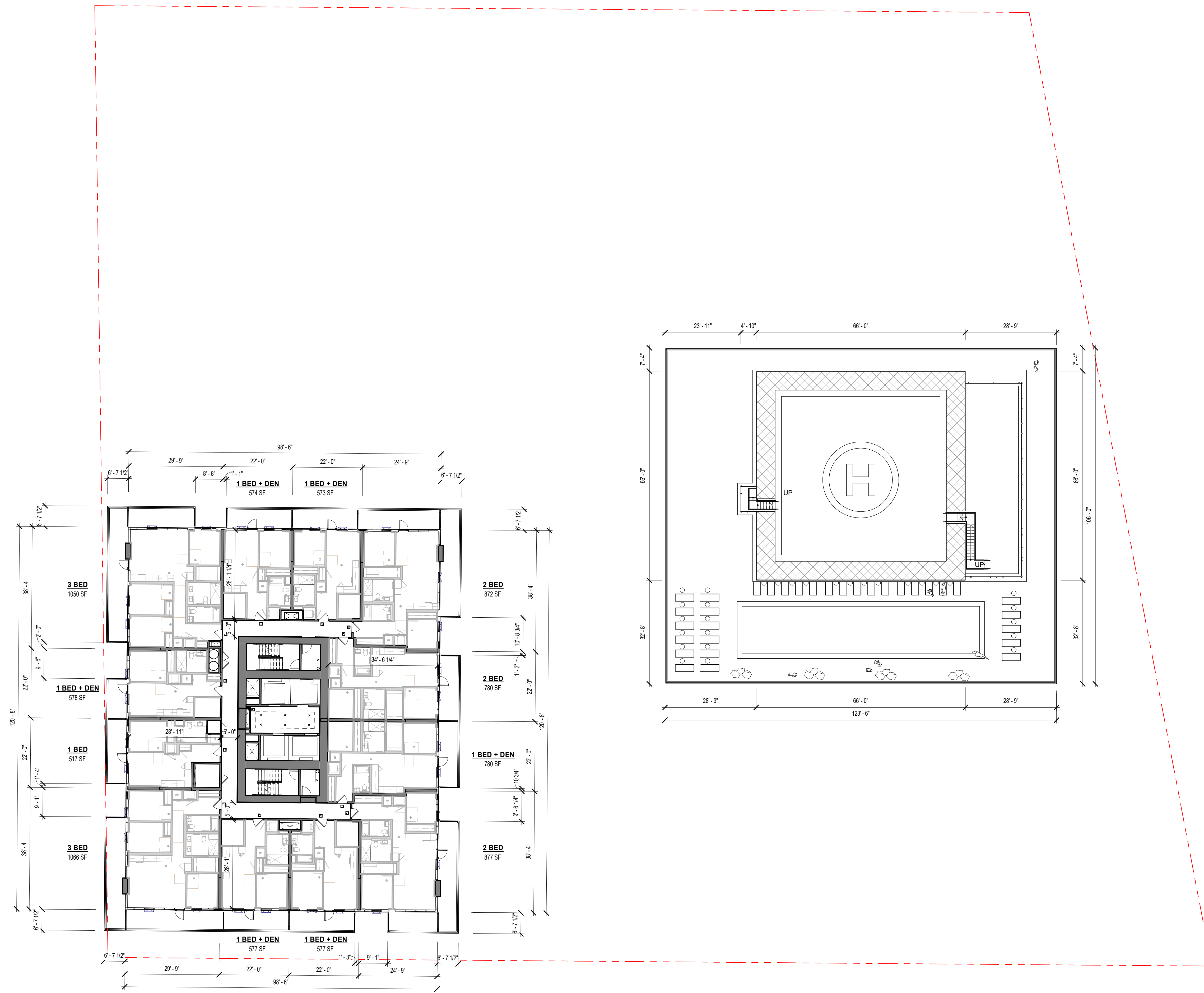




**1 FLOOR PLAN - ROOF LEVEL**  
SCALE: 1/16" = 1'-0"

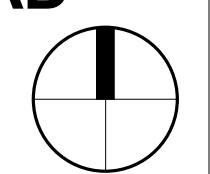
| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |





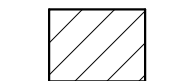

1 T.O. MECH SCR  
SCALE: 1/16" = 1'-0"

| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |





# GARAGE LEGEND

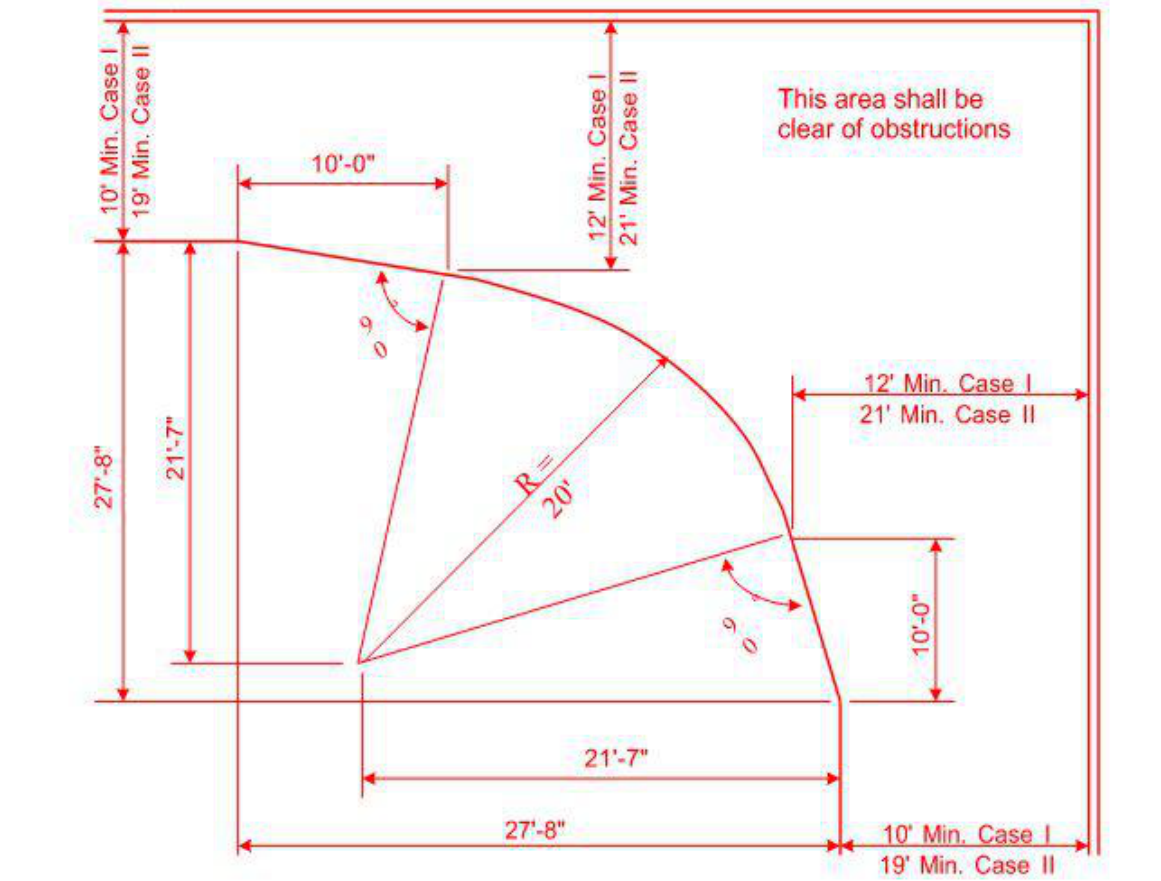
-  ACCESSIBLE PATHWAY
-  TURN RADIUS CLEARANCE

## PARKING LEGEND:

- S - STANDARD PARKING STALL
- C - COMPACT PARKING STALL
- CT - COMPACT TANDEM PARKING STALL
- EV - DESIGNATED PARKING SPACE FOR LEVIEVE VEHICLES
- T - TANDEM PARKING STALL
- A - ACCESSIBLE PARKING STALL
- V - VAN ACCESSIBLE PARKING STALL

# GARAGE NOTES

- MAINTAIN 8'-2" CLEAR MINIMUM AT ALL ACCESSIBLE SPACES, AND AT ALL AISLE AND DRIVE AISLES PROVIDING ACCESS TO THESE ACCESSIBLE SPACES. MAINTAIN 7'-0" CLEAR MINIMUM AT ALL OTHER AREAS OF THE PARKING GARAGE.
- RESIDENTIAL PARKING STALLS SHOWN IN TANDEM WILL BE ASSIGNED TO THE SAME UNIT.
- COMMERCIAL TANDEM SPACES ARE PERMITTED IN PUBLIC GARAGES PROVIDING AN ATTENDANT. A "COVENANT AND AGREEMENT TO PROVIDE PARKING ATTENDANT" WILL BE REQUIRED. PER PIZC 2023-001



**CASE I: ONE-WAY TRAFFIC OR TWO-WAY WHERE NO MORE THAN 25 CARS GO AROUND THE TURN.**

**CASE II: TWO-WAY AND MORE THAN 25 CARS GO AROUND TURN.**

| PARKING SUMMARY COUNT |      |       |          |
|-----------------------|------|-------|----------|
| LEVEL                 | USE  | STALL | QUANTITY |
| COMM                  |      |       |          |
| GARAGE LEVEL P1       | COMM | A     | 1        |
| GARAGE LEVEL P1       | COMM | C     | 10       |
| GARAGE LEVEL P1       | COMM | CT    | 8        |
| GARAGE LEVEL P1       | COMM | S     | 7        |
| GARAGE LEVEL P1       | COMM | V     | 1        |
| COMMERCIAL TOTAL:     |      |       | 27       |

| PARKING SUMMARY COUNT |      |       |          |
|-----------------------|------|-------|----------|
| LEVEL                 | USE  | STALL | QUANTITY |
| RESD                  |      |       |          |
| GARAGE LEVEL P6       | RESD | A     | 3        |
| GARAGE LEVEL P6       | RESD | C     | 19       |
| GARAGE LEVEL P6       | RESD | CT    | 27       |
| GARAGE LEVEL P6       | RESD | S     | 90       |
| GARAGE LEVEL P6       | RESD | V     | 1        |
| RESIDENTIAL TOTAL:    |      |       | 140      |

|                    |      |    |     |
|--------------------|------|----|-----|
| GARAGE LEVEL P5    | RESD | A  | 3   |
| GARAGE LEVEL P5    | RESD | C  | 19  |
| GARAGE LEVEL P5    | RESD | CT | 27  |
| GARAGE LEVEL P5    | RESD | S  | 90  |
| GARAGE LEVEL P5    | RESD | V  | 1   |
| RESIDENTIAL TOTAL: |      |    | 140 |

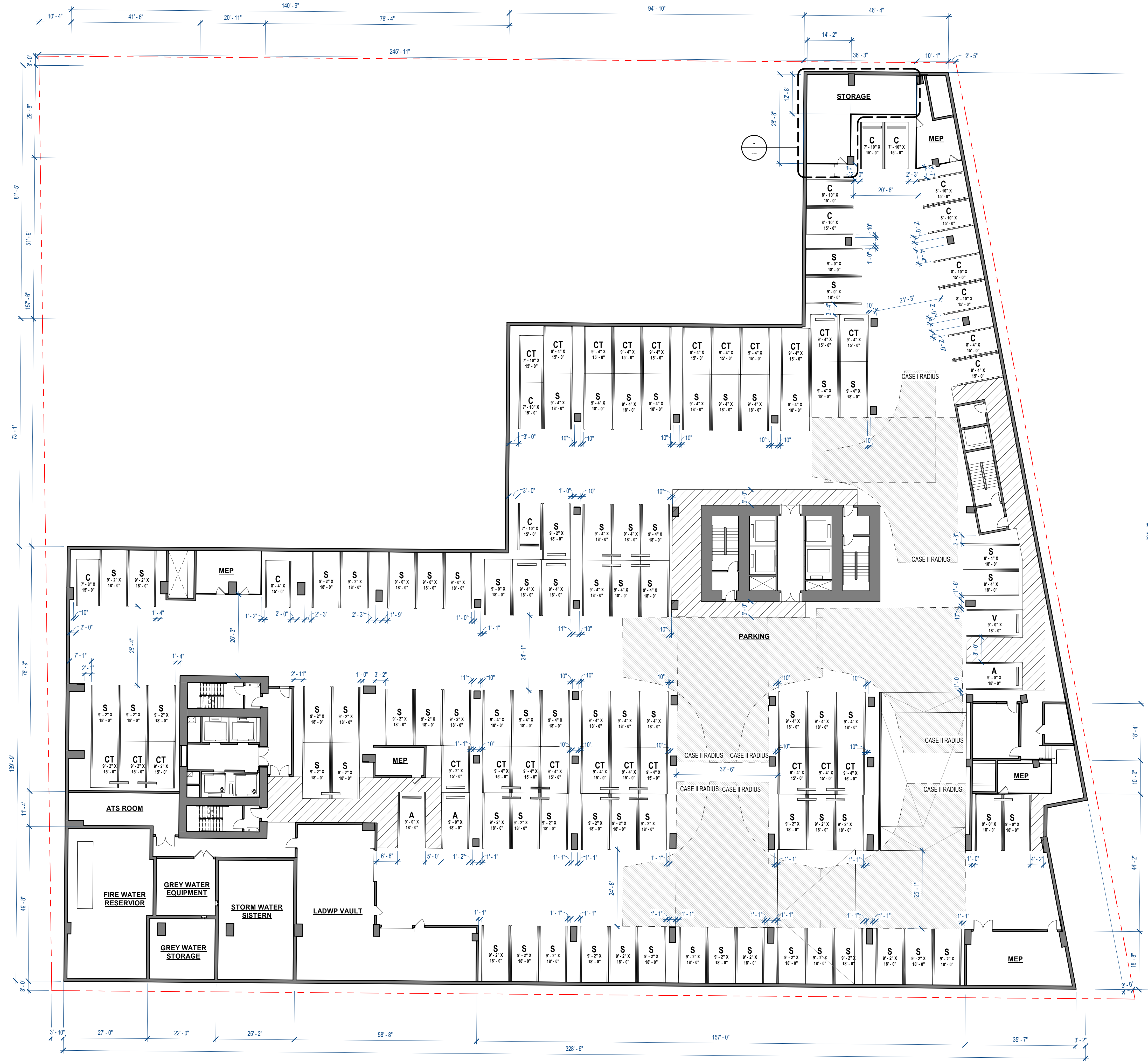
|                    |      |    |     |
|--------------------|------|----|-----|
| GARAGE LEVEL P4    | RESD | A  | 3   |
| GARAGE LEVEL P4    | RESD | C  | 19  |
| GARAGE LEVEL P4    | RESD | CT | 27  |
| GARAGE LEVEL P4    | RESD | S  | 90  |
| GARAGE LEVEL P4    | RESD | V  | 1   |
| RESIDENTIAL TOTAL: |      |    | 140 |

|                    |      |    |     |
|--------------------|------|----|-----|
| GARAGE LEVEL P3    | RESD | A  | 3   |
| GARAGE LEVEL P3    | RESD | C  | 19  |
| GARAGE LEVEL P3    | RESD | CT | 27  |
| GARAGE LEVEL P3    | RESD | S  | 90  |
| GARAGE LEVEL P3    | RESD | V  | 1   |
| RESIDENTIAL TOTAL: |      |    | 140 |

|                    |      |    |     |
|--------------------|------|----|-----|
| GARAGE LEVEL P2    | RESD | A  | 3   |
| GARAGE LEVEL P2    | RESD | C  | 14  |
| GARAGE LEVEL P2    | RESD | CT | 24  |
| GARAGE LEVEL P2    | RESD | S  | 76  |
| GARAGE LEVEL P2    | RESD | V  | 1   |
| RESIDENTIAL TOTAL: |      |    | 118 |

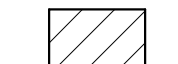

|                    |      |        |    |
|--------------------|------|--------|----|
| GARAGE LEVEL P1    | RESD | A      | 1  |
| GARAGE LEVEL P1    | RESD | C      | 5  |
| GARAGE LEVEL P1    | RESD | CT     | 10 |
| GARAGE LEVEL P1    | RESD | S      | 34 |
| GARAGE LEVEL P1    | RESD | V      | 2  |
| GARAGE LEVEL P1    | RESD | V EVCS | 1  |
| RESIDENTIAL TOTAL: |      |        | 53 |

|                    |  |  |     |
|--------------------|--|--|-----|
| RESIDENTIAL TOTAL: |  |  | 731 |
| TOTAL:             |  |  | 758 |



**1 GARAGE LVL P2**  
SCALE: 1/16" = 1'-0"

# GARAGE LEGEND

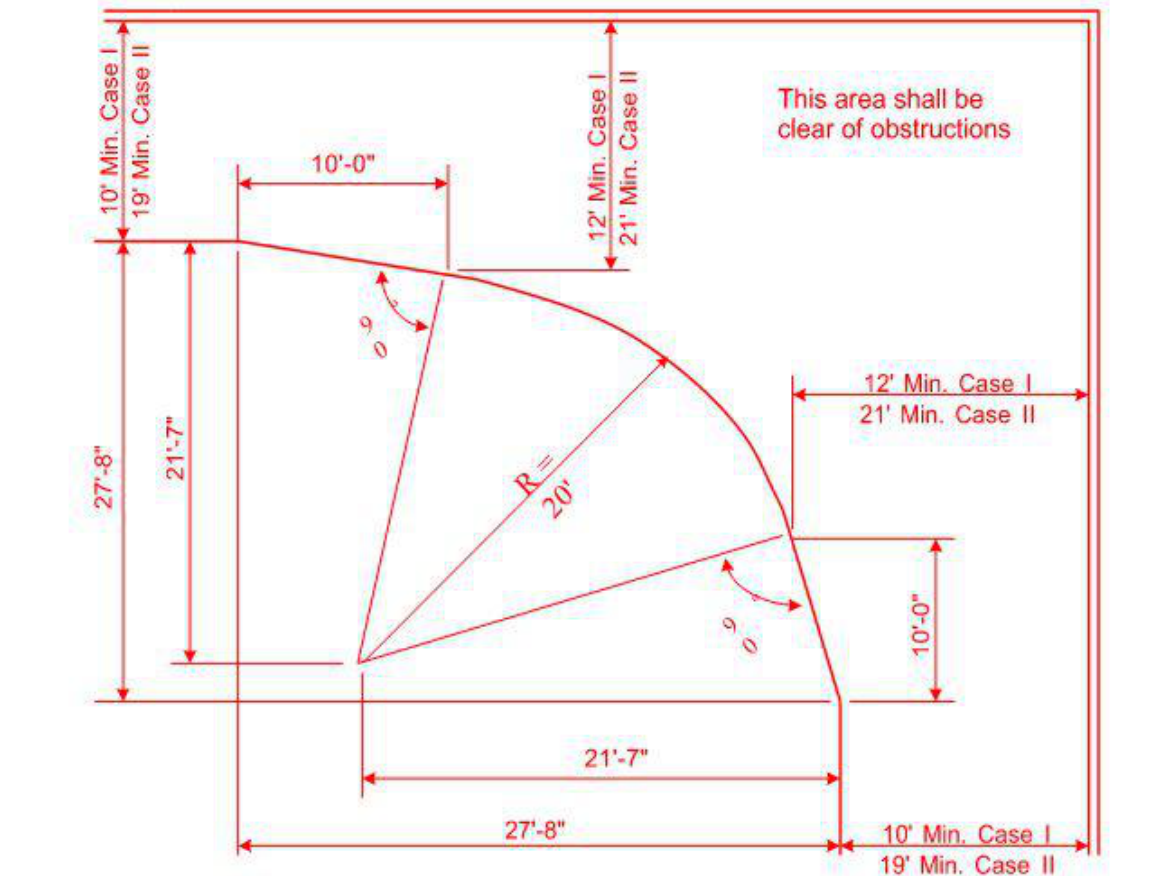
-  ACCESSIBLE PATHWAY
-  TURN RADIUS CLEARANCE

## PARKING LEGEND:

- S - STANDARD PARKING STALL
- C - COMPACT PARKING STALL
- CT - COMPACT TANDEM PARKING STALL
- EV - DESIGNATED PARKING SPACE FOR LEVIEV VEHICLES
- T - TANDEM PARKING STALL
- A - ACCESSIBLE PARKING STALL
- V - VAN ACCESSIBLE PARKING STALL

# GARAGE NOTES

- MAINTAIN 8'-2" CLEAR MINIMUM AT ALL ACCESSIBLE SPACES, AND AT ALL AISLE AND DRIVE AISLES PROVIDING ACCESS TO THESE ACCESSIBLE SPACES. MAINTAIN 7'-0" CLEAR MINIMUM AT ALL OTHER AREAS OF THE PARKING GARAGE.
- RESIDENTIAL PARKING STALLS SHOWN IN TANDEM WILL BE ASSIGNED TO THE SAME UNIT.
- COMMERCIAL TANDEM SPACES ARE PERMITTED IN PUBLIC GARAGES PROVIDING AN ATTENDANT. A "COVENANT AND AGREEMENT TO PROVIDE PARKING ATTENDANT" WILL BE REQUIRED. PER PIZC 2023-001



**CASE I: ONE-WAY TRAFFIC OR TWO-WAY WHERE NO MORE THAN 25 CARS GO AROUND THE TURN.**

**CASE II: TWO-WAY AND MORE THAN 25 CARS GO AROUND TURN.**

| PARKING SUMMARY COUNT |      |       |          |    |
|-----------------------|------|-------|----------|----|
| LEVEL                 | USE  | STALL | QUANTITY |    |
| COMM                  |      |       |          |    |
| GARAGE LEVEL P1       | COMM | A     |          | 1  |
| GARAGE LEVEL P1       | COMM | C     |          | 10 |
| GARAGE LEVEL P1       | COMM | CT    |          | 8  |
| GARAGE LEVEL P1       | COMM | S     |          | 7  |
| GARAGE LEVEL P1       | COMM | V     |          | 1  |
|                       |      |       |          | 27 |

COMMERCIAL TOTAL: 27

| PARKING SUMMARY COUNT |      |       |          |     |
|-----------------------|------|-------|----------|-----|
| LEVEL                 | USE  | STALL | QUANTITY |     |
| RESD                  |      |       |          |     |
| GARAGE LEVEL P6       | RESD | A     |          | 3   |
| GARAGE LEVEL P6       | RESD | C     |          | 19  |
| GARAGE LEVEL P6       | RESD | CT    |          | 27  |
| GARAGE LEVEL P6       | RESD | S     |          | 90  |
| GARAGE LEVEL P6       | RESD | V     |          | 1   |
|                       |      |       |          | 140 |

|                 |      |    |  |     |
|-----------------|------|----|--|-----|
| GARAGE LEVEL P5 | RESD | A  |  | 3   |
| GARAGE LEVEL P5 | RESD | C  |  | 19  |
| GARAGE LEVEL P5 | RESD | CT |  | 27  |
| GARAGE LEVEL P5 | RESD | S  |  | 90  |
| GARAGE LEVEL P5 | RESD | V  |  | 1   |
|                 |      |    |  | 140 |

|                 |      |    |  |     |
|-----------------|------|----|--|-----|
| GARAGE LEVEL P4 | RESD | A  |  | 3   |
| GARAGE LEVEL P4 | RESD | C  |  | 19  |
| GARAGE LEVEL P4 | RESD | CT |  | 27  |
| GARAGE LEVEL P4 | RESD | S  |  | 90  |
| GARAGE LEVEL P4 | RESD | V  |  | 1   |
|                 |      |    |  | 140 |

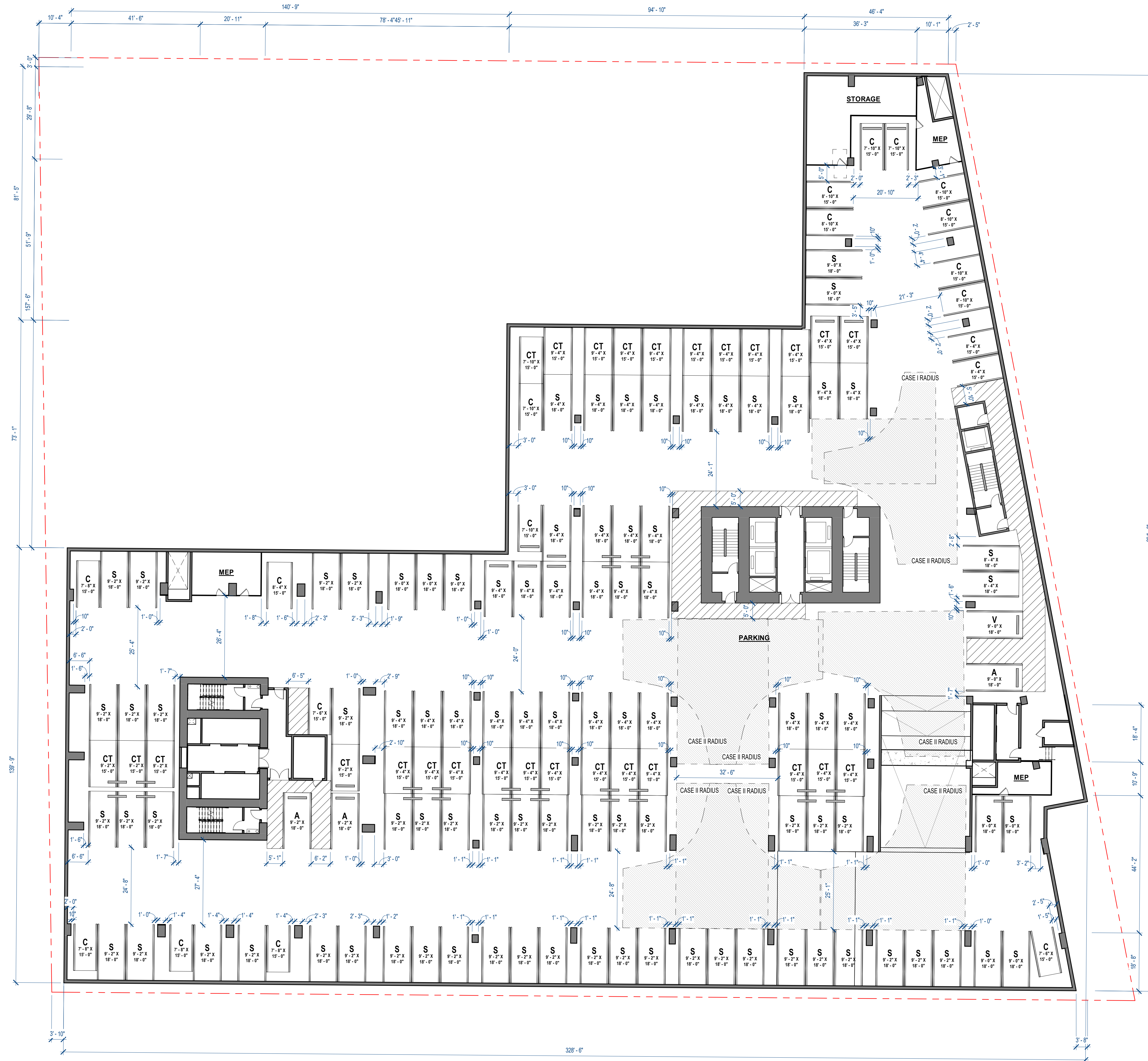
|                 |      |    |  |     |
|-----------------|------|----|--|-----|
| GARAGE LEVEL P3 | RESD | A  |  | 3   |
| GARAGE LEVEL P3 | RESD | C  |  | 19  |
| GARAGE LEVEL P3 | RESD | CT |  | 27  |
| GARAGE LEVEL P3 | RESD | S  |  | 90  |
| GARAGE LEVEL P3 | RESD | V  |  | 1   |
|                 |      |    |  | 140 |

|                 |      |    |  |     |
|-----------------|------|----|--|-----|
| GARAGE LEVEL P2 | RESD | A  |  | 3   |
| GARAGE LEVEL P2 | RESD | C  |  | 14  |
| GARAGE LEVEL P2 | RESD | CT |  | 24  |
| GARAGE LEVEL P2 | RESD | S  |  | 76  |
| GARAGE LEVEL P2 | RESD | V  |  | 1   |
|                 |      |    |  | 118 |

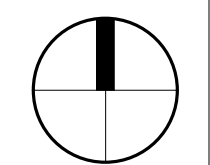
|                 |      |        |  |    |
|-----------------|------|--------|--|----|
| GARAGE LEVEL P1 | RESD | A      |  | 1  |
| GARAGE LEVEL P1 | RESD | C      |  | 5  |
| GARAGE LEVEL P1 | RESD | CT     |  | 10 |
| GARAGE LEVEL P1 | RESD | S      |  | 34 |
| GARAGE LEVEL P1 | RESD | V      |  | 2  |
| GARAGE LEVEL P1 | RESD | V EVCS |  | 1  |
|                 |      |        |  | 53 |

RESIDENTIAL TOTAL: 731

TOTAL: 758



**1 GARAGE LVL P3**  
SCALE: 1/16" = 1'-0"





2 | SOUTH ELEVATION  
SCALE: 1" = 20'-0"

1 | EAST ELEVATION  
SCALE: 1" = 20'-0"

**MATERIALS**

| SWATCH   | SYMBOL | COLOR    | ALBEDO | DESCRIPTION                                 | SWATCH   | SYMBOL | COLOR     | ALBEDO | DESCRIPTION                           | SWATCH   | SYMBOL | COLOR     | ALBEDO | DESCRIPTION                               | SWATCH   | SYMBOL        | COLOR    | ALBEDO | DESCRIPTION   |          |       |          |      |   |
|----------|--------|----------|--------|---|----------|--------|-----------|--------|---------------------------------------|----------|--------|-----------|--------|---|----------|---------------|----------|--------|---|----------|-------|----------|------|---|
| [Swatch] | CCX-1  | GRAY     | 0.40   | CAST-IN-PLACE CONCRETE                      | [Swatch] | DGX-4  | ANOD ALUM | 0.80   | GLASS RAILING SYSTEM W/ CLEAR GLAZING | [Swatch] | MPX-3  | BLACK     | 0.05   | METAL PANEL GLAZED INTO WINDOW SYSTEM     | [Swatch] | APX-3         | BLACK    | 0.05   | ALUMINUM GLAZED STOREFRONT WINDOW SYSTEM                | [Swatch] | GLX-7 | CLEAR    | 0.70 | LAMINATED BALCONY RAILING GLAZING W/ CLEAR INTERLAYER |
| [Swatch] | CMX-1  | CHARCOAL | 0.10   | MODULAR VELOUR THIN BRICK VENEER            | [Swatch] | MTX-1  | DRK GRAY  | 0.20   | COMPOSITE METAL PANEL SYSTEM          | [Swatch] | MPX-4  | DRK GRAY  | 0.20   | PERFORATED METAL PANEL SYSTEM             | [Swatch] | APX-4         | DRK GRAY | 0.20   | ALUMINUM GLAZED WINDOW WALL SYSTEM                      | [Swatch] | PLX-1 | PAINTED  | 0.40 | PORTLAND CEMENT PLASTER SYSTEM                        |
| [Swatch] | CMX-2  | CHARCOAL | 0.10   | 8" CONC MASONRY UNIT, GROUND FACE           | [Swatch] | MTX-2  | WHITE     | 0.80   | COMPOSITE METAL PANEL SYSTEM          | [Swatch] | MPX-5  | ANOD ALUM | 0.80   | PERFORATED, CORRUGATED METAL PANEL SCREEN | [Swatch] | GLX-1 / GLX-2 | CLEAR    | 0.70   | 1" THK INSULATED GLAZING UNIT, VISION                   | [Swatch] | TLX-2 | GRAY     | 0.30 | PORCELAIN TILE  |
| [Swatch] | DGX-1  | BLACK    | 0.10   | GLASS RAILING SYSTEM, GLAZED W/ BLACK FRIT  | [Swatch] | MTX-3  | BLACK     | 0.05   | COMPOSITE METAL PANEL SYSTEM          | [Swatch] | TCX-1  | WHITE     | 0.75   | PEDESTRIAL TRAFFIC COATING                | [Swatch] | GLX-3 / GLX-4 | GRAY     | 0.40   | MONOLITHIC SPANDREL GLAZING                             | [Swatch] | PTX-1 | BLACK    | 0.05 | EXTERIOR PAINT  |
| [Swatch] | DGX-2  | WHITE    | 0.50   | GLASS RAILING SYSTEM, GLAZED W/ WHITE FRIT  | [Swatch] | MPX-1  | BLACK     | 0.05   | COMPOSITE METAL WALL PANEL            | [Swatch] | APX-1  | BLACK     | 0.05   | HYBRID ALUM GLAZED WINDOW WALL SYSTEM     | [Swatch] | GLX-5         | WHITE    | 0.60   | LAMINATED BALCONY RAILING GLAZING W/ DIFFUSE INTERLAYER | [Swatch] | PTX-2 | DRK GRAY | 0.20 | EXTERIOR PAINT  |
| [Swatch] | DGX-3  | BLACK    | 0.05   | STRUCTURALLY GLAZED GLASS WINDSCREEN SYSTEM | [Swatch] | MPX-2  | BLACK     | 0.05   | LOUVERED METAL SCREEN SYSTEM          | [Swatch] | APX-2  | BLACK     | 0.05   | ALUMINUM GLAZED WINDOW WALL SYSTEM        | [Swatch] | GLX-6         | BLACK    | 0.10   | LAMINATED BALCONY RAILING GLAZING W/ DIFFUSE INTERLAYER | [Swatch] | PTX-3 | WHITE    | 0.80 | EXTERIOR PAINT  |

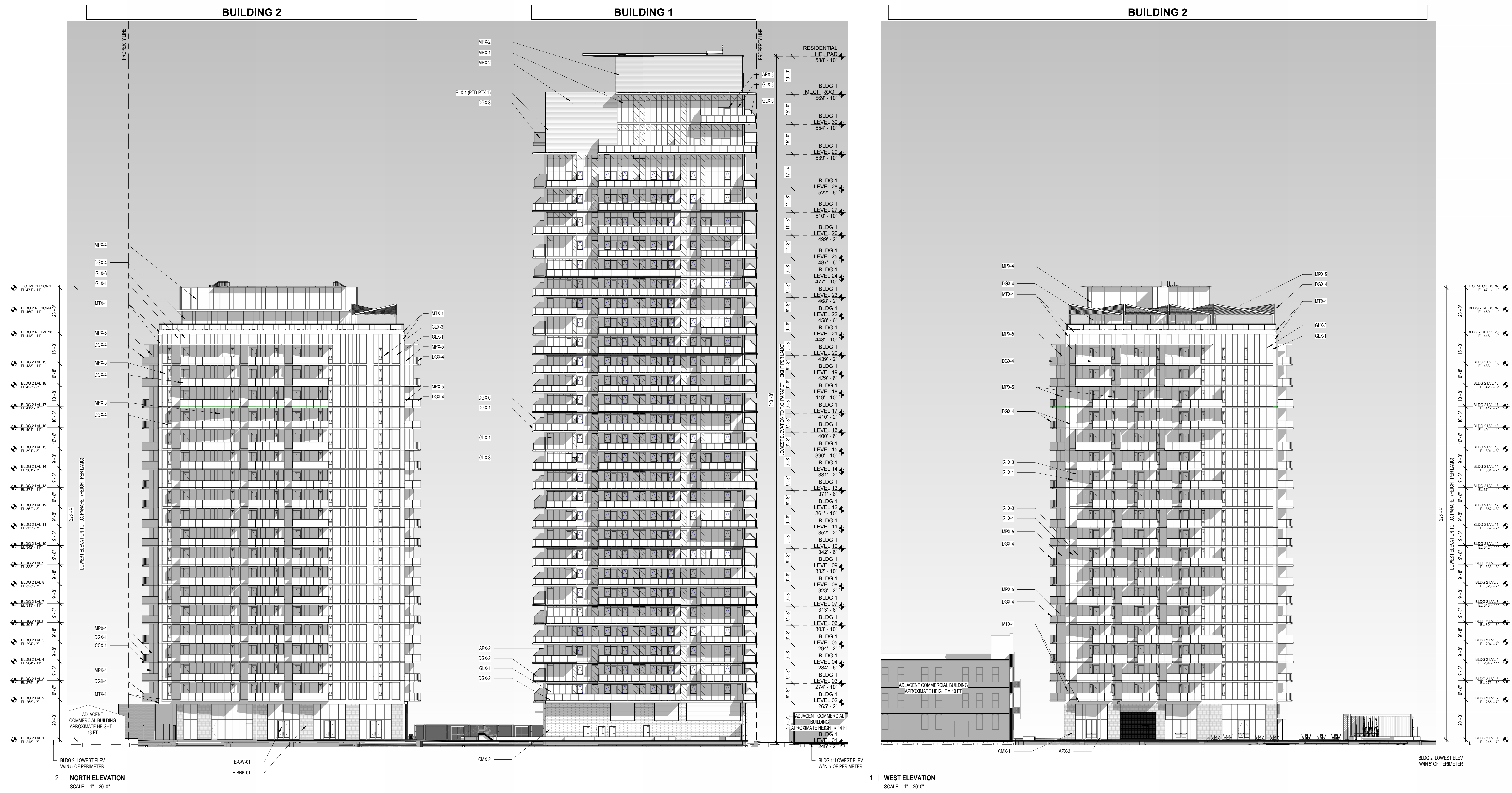


APN: 5166-003-006, 5166-003-010, 5166-003-012

|  |          |             |
|--|----------|-------------|
| VIOLET ST.   |          |             |
| 2123 & 2137 E. VIOLET ST.<br>LOS ANGELES, CA 90021 |          |             |
| © 2024 SCB   |          |             |
| 1  | 10/10/24 | ENTITLEMENT |
| NO.  | DATE     | DESCRIPTION |

**BUILDING ELEVATIONS**

Drawn By: Author  
Checked By: Checker  
Project Number: 2024006  
Sheet Number: **A3.01**



**MATERIALS**

| SWATCH   | SYMBOL | COLOR    | ALBEDO | DESCRIPTION                                 | SWATCH   | SYMBOL | COLOR     | ALBEDO | DESCRIPTION                           | SWATCH   | SYMBOL | COLOR     | ALBEDO | DESCRIPTION                               | SWATCH   | SYMBOL        | COLOR    | ALBEDO | DESCRIPTION   |          |       |          |      |   |
|----------|--------|----------|--------|---|----------|--------|-----------|--------|---------------------------------------|----------|--------|-----------|--------|---|----------|---------------|----------|--------|---|----------|-------|----------|------|---|
| [Swatch] | CCX-1  | GRAY     | 0.40   | CAST-IN-PLACE CONCRETE                      | [Swatch] | DGX-4  | ANOD ALUM | 0.80   | GLASS RAILING SYSTEM W/ CLEAR GLAZING | [Swatch] | MPX-3  | BLACK     | 0.05   | METAL PANEL GLAZED INTO WINDOW SYSTEM     | [Swatch] | APX-3         | BLACK    | 0.05   | ALUMINUM GLAZED STOREFRONT WINDOW SYSTEM                | [Swatch] | GLX-7 | CLEAR    | 0.70 | LAMINATED BALCONY RAILING GLAZING W/ CLEAR INTERLAYER |
| [Swatch] | CMX-1  | CHARCOAL | 0.10   | MODULAR VELOUR THIN BRICK VENEER            | [Swatch] | MTX-1  | DRK GRAY  | 0.20   | COMPOSITE METAL PANEL SYSTEM          | [Swatch] | MPX-4  | DRK GRAY  | 0.20   | PERFORATED METAL PANEL SYSTEM             | [Swatch] | APX-4         | DRK GRAY | 0.20   | ALUMINUM GLAZED WINDOW WALL SYSTEM                      | [Swatch] | PLX-1 | PAINTED  | 0.40 | PORTLAND CEMENT PLASTER SYSTEM                        |
| [Swatch] | CMX-2  | CHARCOAL | 0.10   | 8" CONC MASONRY UNIT, GROUND FACE           | [Swatch] | MTX-2  | WHITE     | 0.80   | COMPOSITE METAL PANEL SYSTEM          | [Swatch] | MPX-5  | ANOD ALUM | 0.80   | PERFORATED, CORRUGATED METAL PANEL SCREEN | [Swatch] | GLX-1 / GLX-2 | CLEAR    | 0.70   | 1" THK INSULATED GLAZING UNIT, VISION                   | [Swatch] | TLX-2 | GRAY     | 0.30 | PORCELAIN TILE  |
| [Swatch] | DGX-1  | BLACK    | 0.10   | GLASS RAILING SYSTEM, GLAZED W/ BLACK FRIT  | [Swatch] | MTX-3  | BLACK     | 0.05   | COMPOSITE METAL PANEL SYSTEM          | [Swatch] | TCX-1  | WHITE     | 0.75   | PEDESTRIAL TRAFFIC COATING                | [Swatch] | GLX-3 / GLX-4 | GRAY     | 0.40   | MONOLITHIC SPANDREL GLAZING                             | [Swatch] | PTX-1 | BLACK    | 0.05 | EXTERIOR PAINT  |
| [Swatch] | DGX-2  | WHITE    | 0.50   | GLASS RAILING SYSTEM, GLAZED W/ WHITE FRIT  | [Swatch] | MPX-1  | BLACK     | 0.05   | COMPOSITE METAL WALL PANEL            | [Swatch] | APX-1  | BLACK     | 0.05   | HYBRID ALUM GLAZED WINDOW WALL SYSTEM     | [Swatch] | GLX-5         | WHITE    | 0.60   | LAMINATED BALCONY RAILING GLAZING W/ DIFFUSE INTERLAYER | [Swatch] | PTX-2 | DRK GRAY | 0.20 | EXTERIOR PAINT  |
| [Swatch] | DGX-3  | BLACK    | 0.05   | STRUCTURALLY GLAZED GLASS WINDSCREEN SYSTEM | [Swatch] | MPX-2  | BLACK     | 0.05   | LOUVERED METAL SCREEN SYSTEM          | [Swatch] | APX-2  | BLACK     | 0.05   | ALUMINUM GLAZED WINDOW WALL SYSTEM        | [Swatch] | GLX-6         | BLACK    | 0.10   | LAMINATED BALCONY RAILING GLAZING W/ DIFFUSE INTERLAYER | [Swatch] | PTX-3 | WHITE    | 0.80 | EXTERIOR PAINT  |

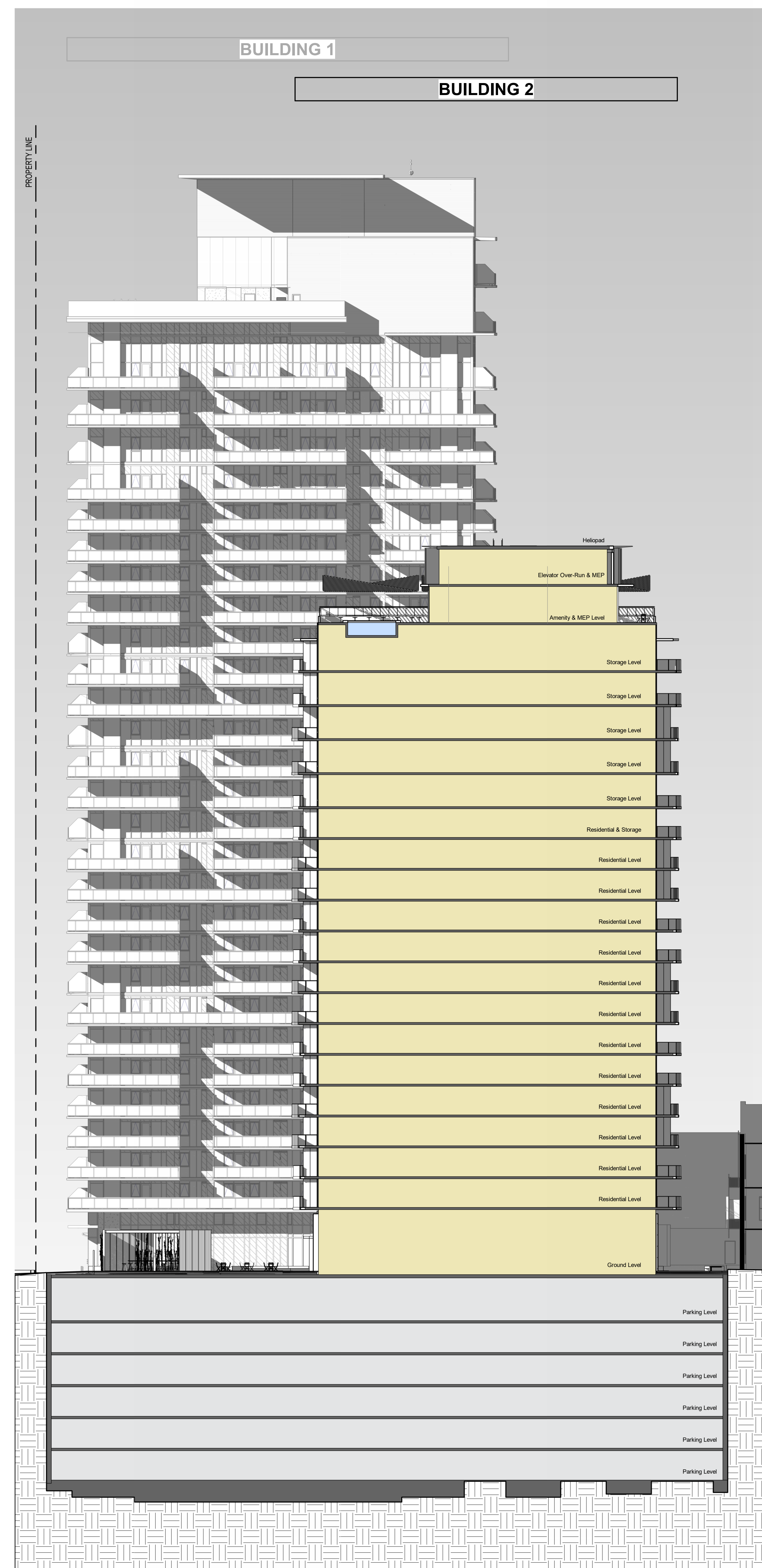


APN: 5166-003-006, 5166-003-010, 5166-003-012

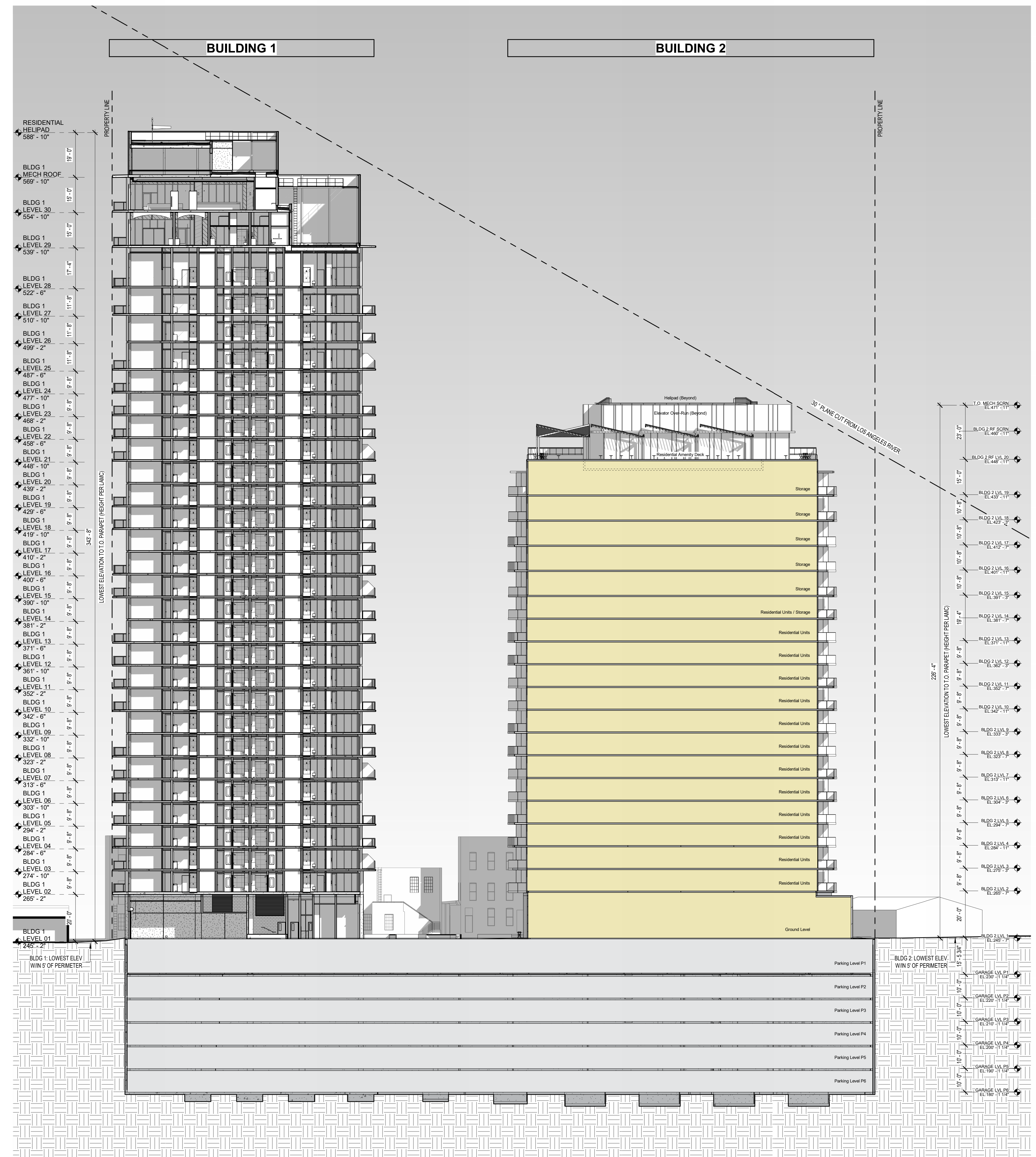
|  |          |             |
|--|----------|-------------|
| VIOLET ST.   |          |             |
| 2123 & 2137 E. VIOLET ST.<br>LOS ANGELES, CA 90021 |          |             |
| © 2024 SCB   |          |             |
| NO.  | DATE     | DESCRIPTION |
| 1  | 10/10/24 | ENTITLEMENT |

**BUILDING ELEVATIONS**

|                     |                        |
|---------------------|------------------------|
| Drawn By:<br>Author | Checked By:<br>Checker |
| Project Number:     | 2024006                |
| Sheet Number:       | <b>A3.02</b>           |



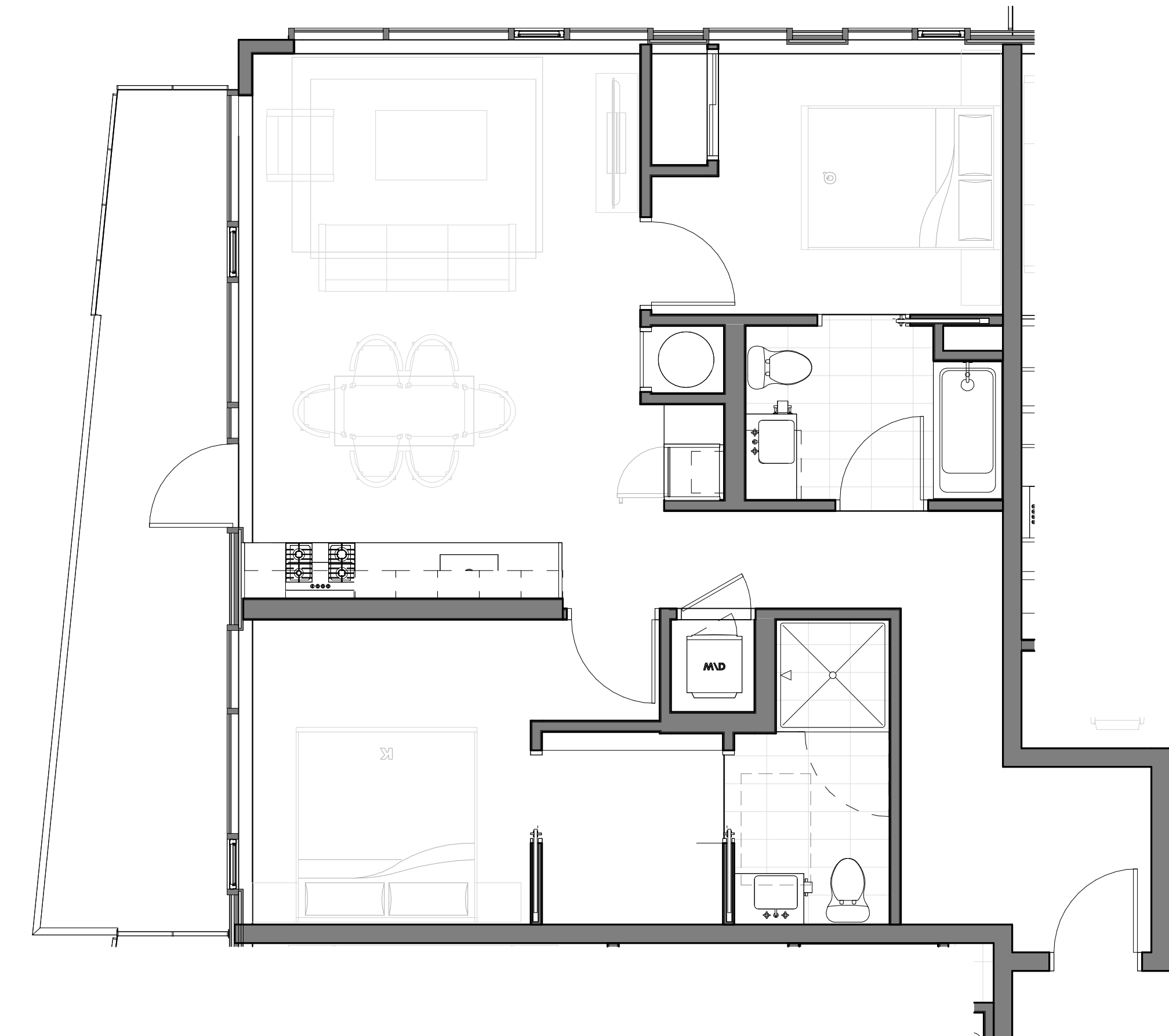
2 | BUILDING X SECTION  
SCALE: 1" = 20'-0"



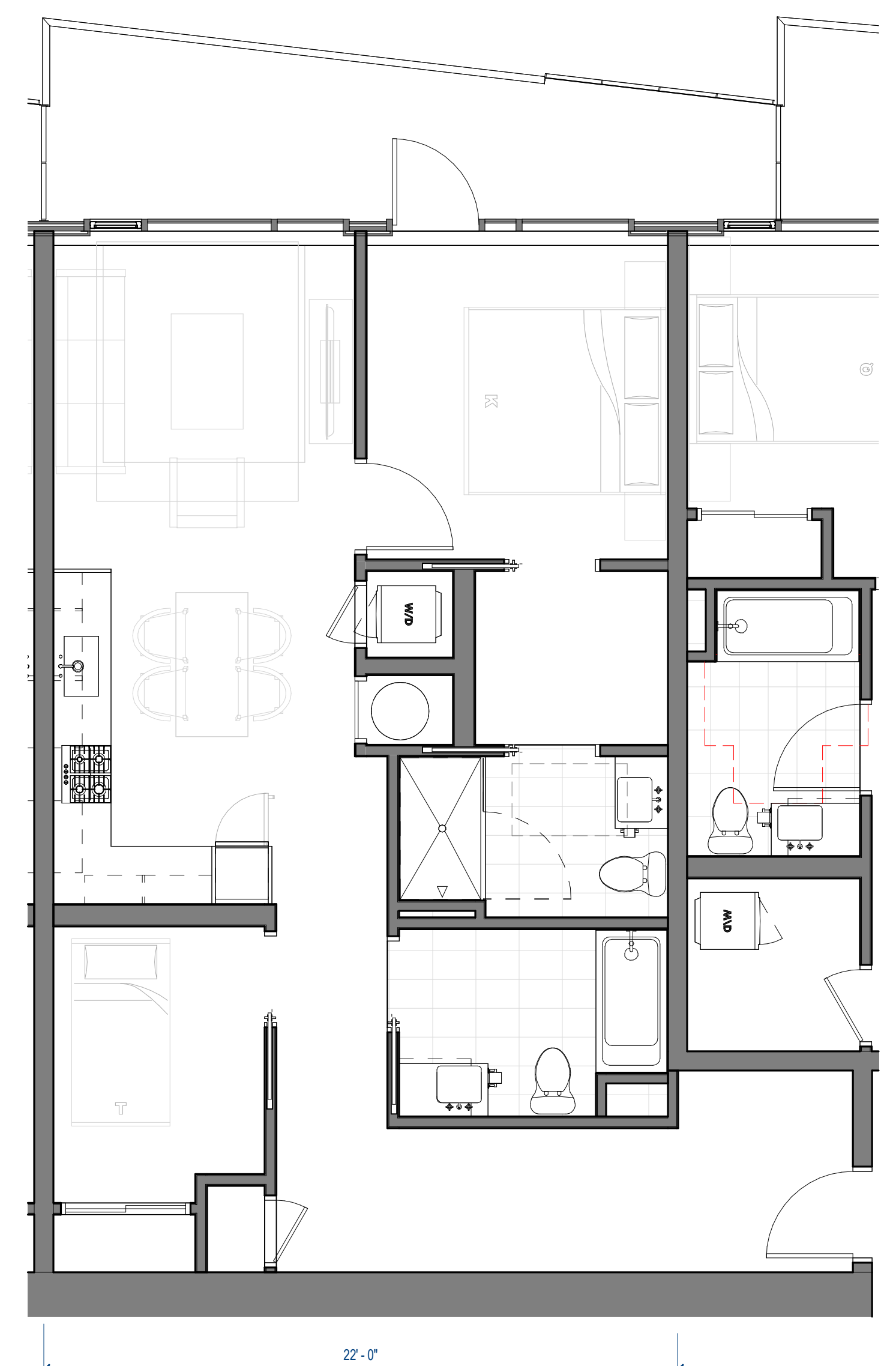
1 | BUILDING L SECTION  
SCALE: 1" = 20'-0"



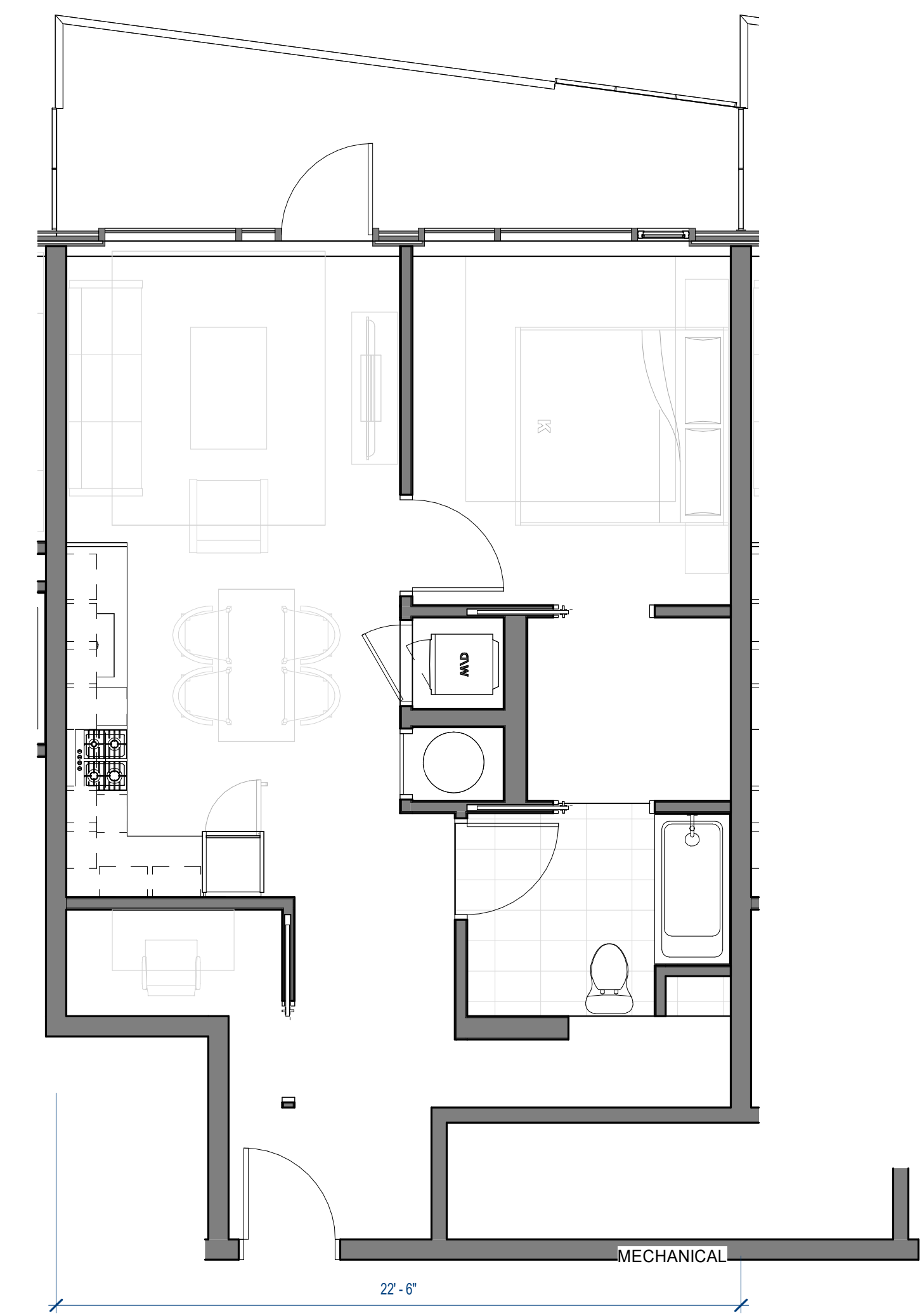
**5 3 BED - 1138 SF**  
SCALE: 1/4" = 1'-0"



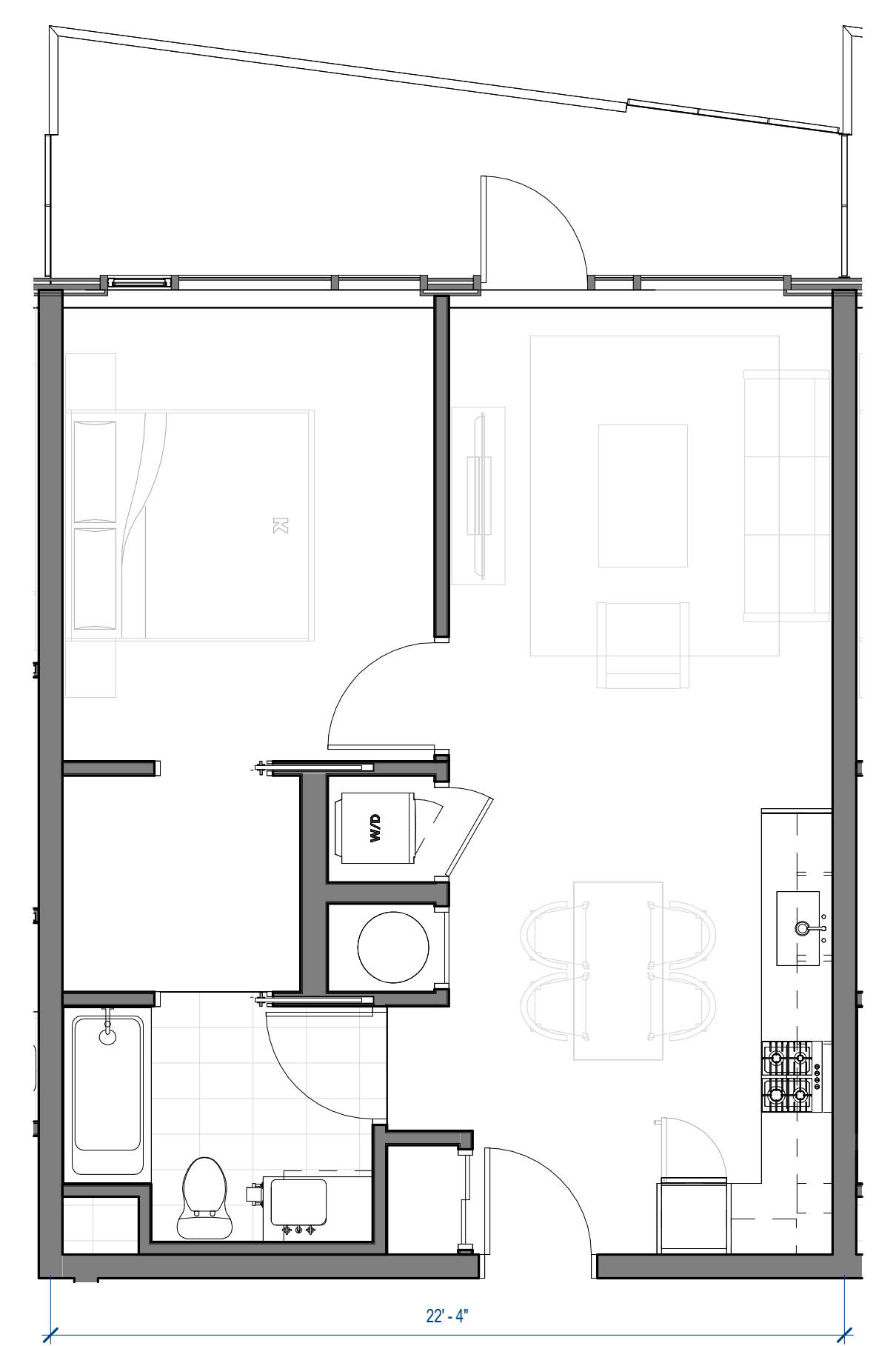
**4 2 BED - 946 SF**  
SCALE: 1/4" = 1'-0"



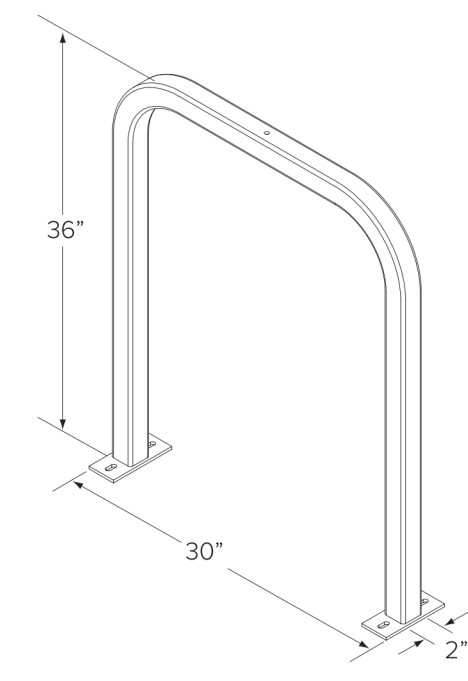
**3 URBAN 2 BED - 777 SF**  
SCALE: 1/4" = 1'-0"



**2 1 BED + DEN - 701 SF**  
SCALE: 1/4" = 1'-0"

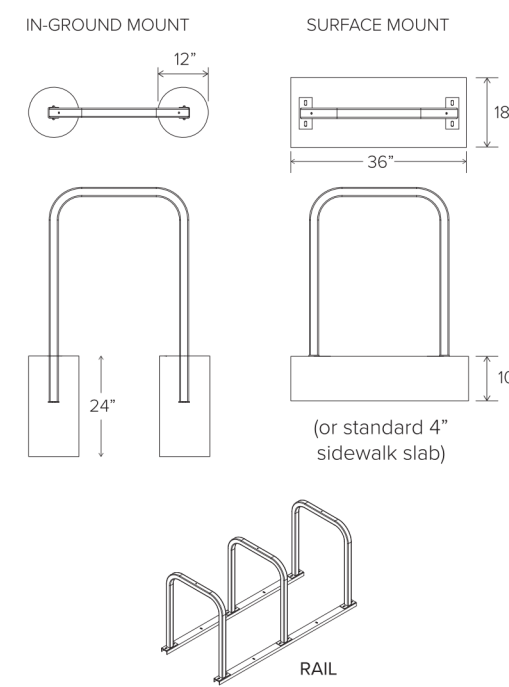


**1 1 BED - 620 SF**  
SCALE: 1/4" = 1'-0"



- CAPACITY** 2 Bikes
- MATERIALS** 2" x 2" x .085" square tube - mild steel  
2" x 2" x .120" square tube - stainless steel
- FINISHES**
- Galvanized**  
All steel fabrication hot dipped galvanized finish is our standard option.
  - Powder Coat**  
Our powder coat finish assures a high level of adhesion and durability by following these steps:  
1. Chemically cleaned and treated for corrosion reduction  
2. Epoxy primer electrostatically applied  
3. Final thick TGIC polyester powder coat
  - Stainless**  
Stainless Steel: 304 grade stainless steel material in a satin finish, high polished shine, or powder coat over unpolished stainless.
    - Satin Finish (#4) - Brushed (our standard)
    - Electropolished - High Polished Shine
    - Powder Coat over Unpolished Stainless

**FOOTING DIAGRAMS**

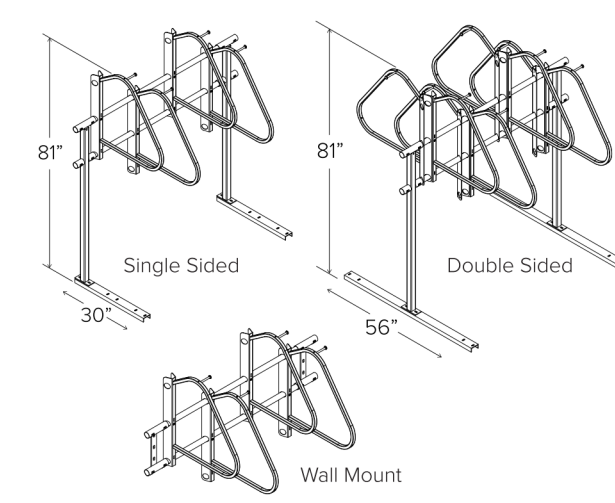


- MOUNT OPTIONS**
- Surface**  
Foot Mount has two 2.5"x6"x.25" feet with two anchors per foot. Specify foot mount for this option. Tamper-resistant fasteners available upon request.
  - In-Ground**  
In-ground mount is embedded into concrete base. Specify in-ground mount for this option.
  - Rail**  
Rail Mounted Downtown Racks are bolted to two parallel rails which can be left freestanding or anchored to the ground. Rails are heavy duty 3" x 14" x .316" thick galvanized mounting rails. Specify rail mount for this option.

- OPTIONAL LEAN BAR**
- Add Lean Bar**  
Lean bar ensures rack meets ADA requirements for cane-detection

©2024

**TYPICAL SHORT TERM BICYCLE PARKING RACK**

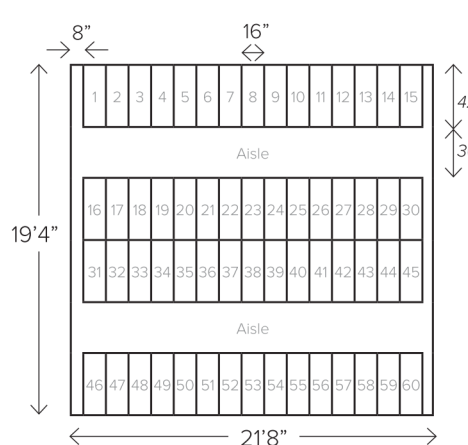
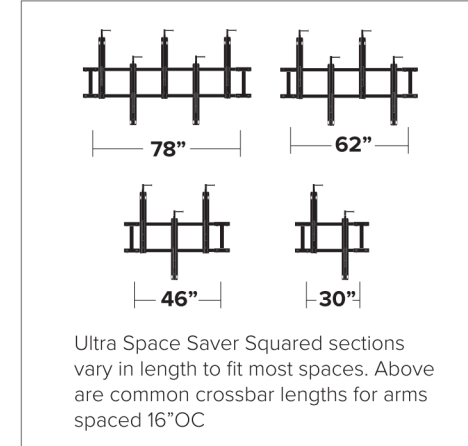


- CAPACITY** Modular construction  
1 bike per arm
- MATERIALS** Hanger: 1" square tube with steel slider head with tamper-proof locking bolts.  
Upright: 2" square tube  
Feet: A53 C3 x 43 galvanized steel channel.  
Crossbeams: 1.25" sched. 40 galvanized pipe.
- FINISHES**
- Powder Coat (Feet are galvanized)**  
Our powder coat finish assures a high level of adhesion and durability for indoor use by following these steps:  
1. Epoxy primer electrostatically applied  
2. Final thick TGIC polyester powder coat

- MOUNT OPTIONS**
- Floor mount**  
Ultra Space Saver Squared have steel channel feet (26" for single sided and 56" for double sided units) which must be anchored to the floor.
  - Wall mount**  
A wall mounted unit which contains special brackets is also available for CMU or solid concrete walls. Cannot be used on sheetrock without additional support.

- WHEEL STOPS**
- Include wheel stops**  
Optional wheel stops are available for both floor and wall mounted racks for an additional cost

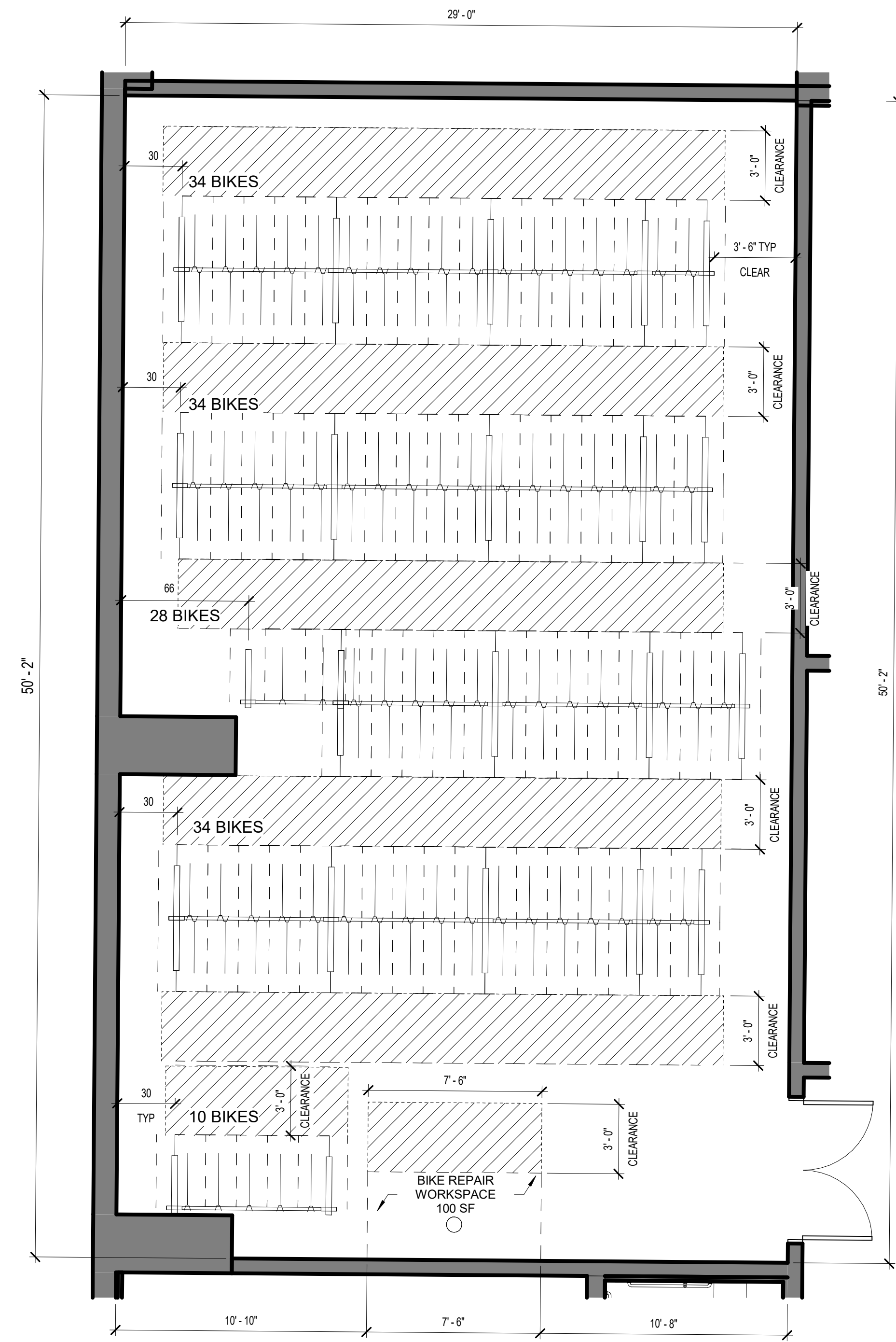
- CANE STOPS**
- Include cane stops**  
Optional cane-detectable stops are available for both floor and wall mounted racks for an additional cost



As a general guideline, the above space can fit approximately 60 bicycles.  
The Ultra Space Saver Squared parks one bike every 16" with a typical bike extending out 42" from the wall.

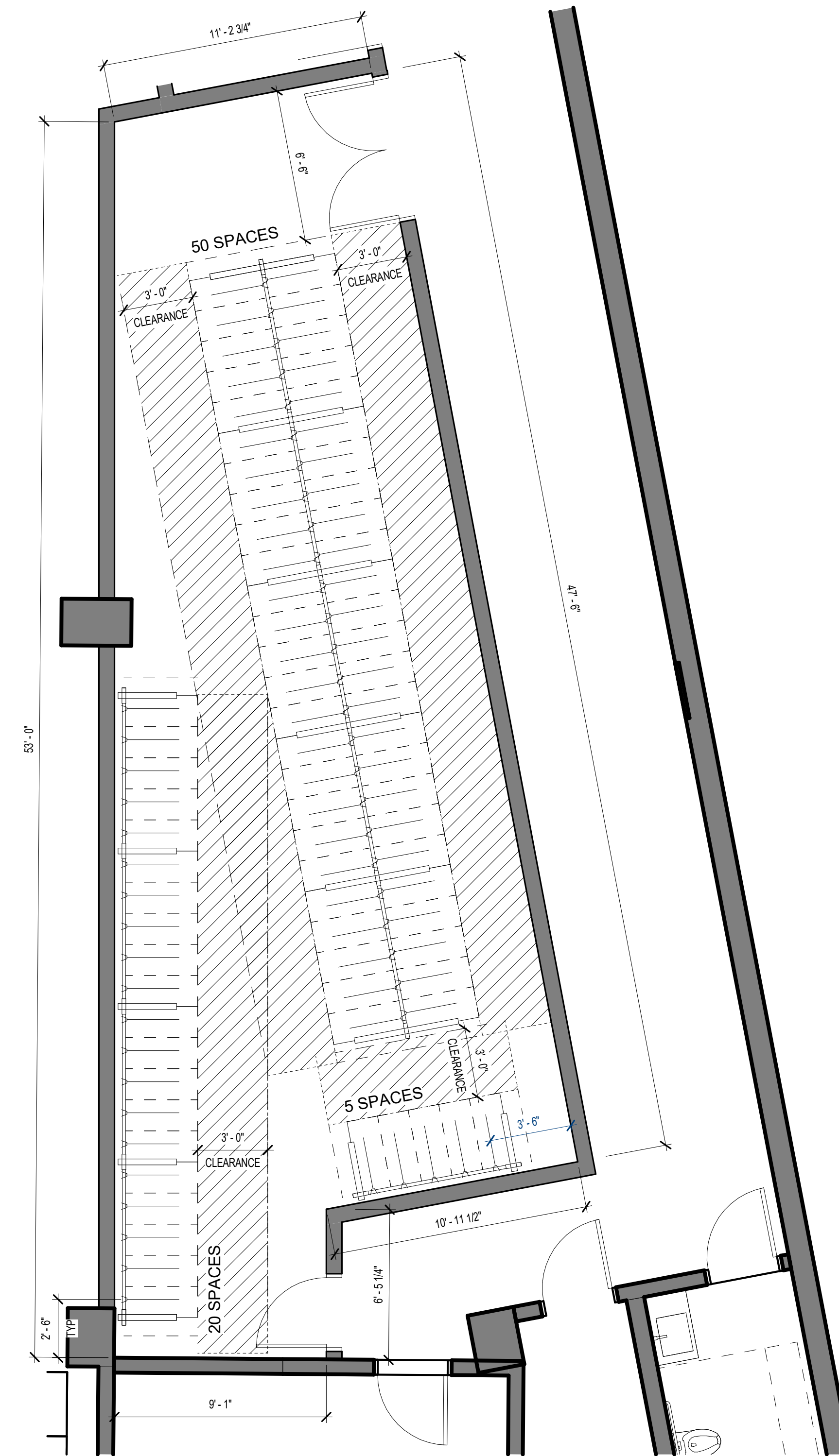
©2024

**TYPICAL LONG TERM BICYCLE PARKING RACK**



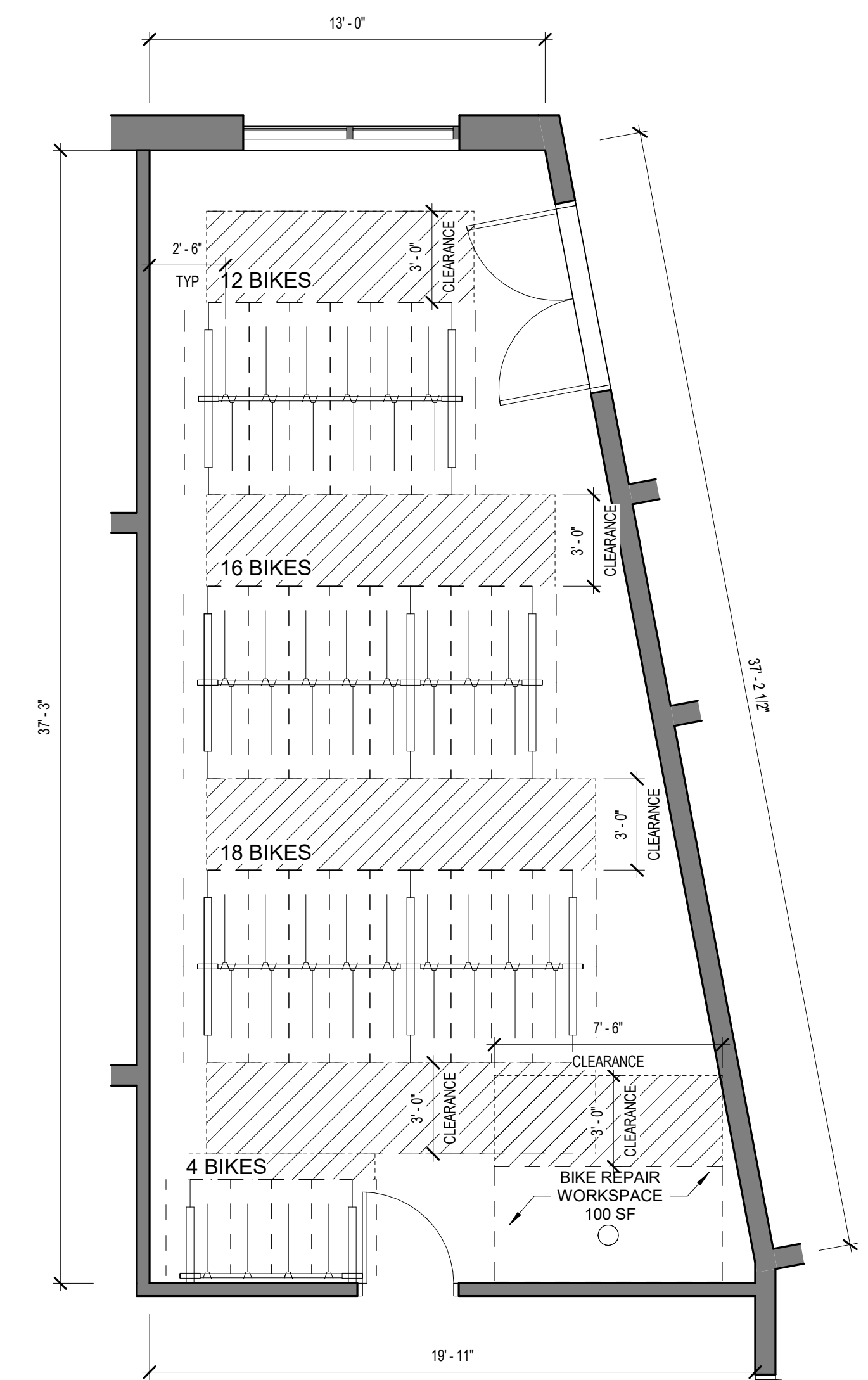
135 LONG-TERM BIKE STORAGE SPACES

**1 LEVEL P1 - ENLARGED BIKE ROOM**  
SCALE: 1/4" = 1'-0"



75 LONG-TERM BIKE STORAGE SPACES

**3 LEVEL P1 ENLARGED BIKE ROOM**  
SCALE: 1/4" = 1'-0"



50 LONG-TERM BIKE STORAGE SPACES

**2 BLDG 2 - LEVEL 1 - ENLARGED BIKE ROOM**  
SCALE: 1/4" = 1'-0"

| VIOLET ST.   |          |             |
|--|----------|-------------|
| 2123 & 2137 E. VIOLET ST.<br>LOS ANGELES, CA 90021 |          |             |
| © 2024 SCB   |          |             |
| NO.  | DATE     | DESCRIPTION |
| 1  | 10/10/24 | ENTITLEMENT |

**EXHIBIT B**

**Renderings**

**CPC-2025-2329-VZC-PR-HCA**



| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |



| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |

**VIOLET ST.**

2123 & 2137 E. VIOLET ST.  
LOS ANGELES, CA 90021

**EXHIBIT "B"**  
Page No. 2 of 3  
Case No. CP-2025-2329-VZC-PR-HCA

**RENDERINGS**

Drawn By: Author  
Checked By: Checker

Project Number: 2024006

Sheet Number: **A5.2**



| NO. | DATE     | DESCRIPTION |
|-----|----------|-------------|
| 1   | 10/10/24 | ENTITLEMENT |
|     |          |             |
|     |          |             |
|     |          |             |
|     |          |             |
|     |          |             |
|     |          |             |
|     |          |             |
|     |          |             |

**VIOLET ST.**

**2123 & 2137 E. VIOLET ST.  
LOS ANGELES, CA 90021**

© 2024 SCB

**EXHIBIT "B"**  
 Page No. 3 of 3  
 Case No. CPC-2025-2329-VZC-PR-HCA

**RENDERINGS**

Drawn By: Author  
 Checked By: Checker

Project Number: 2024006

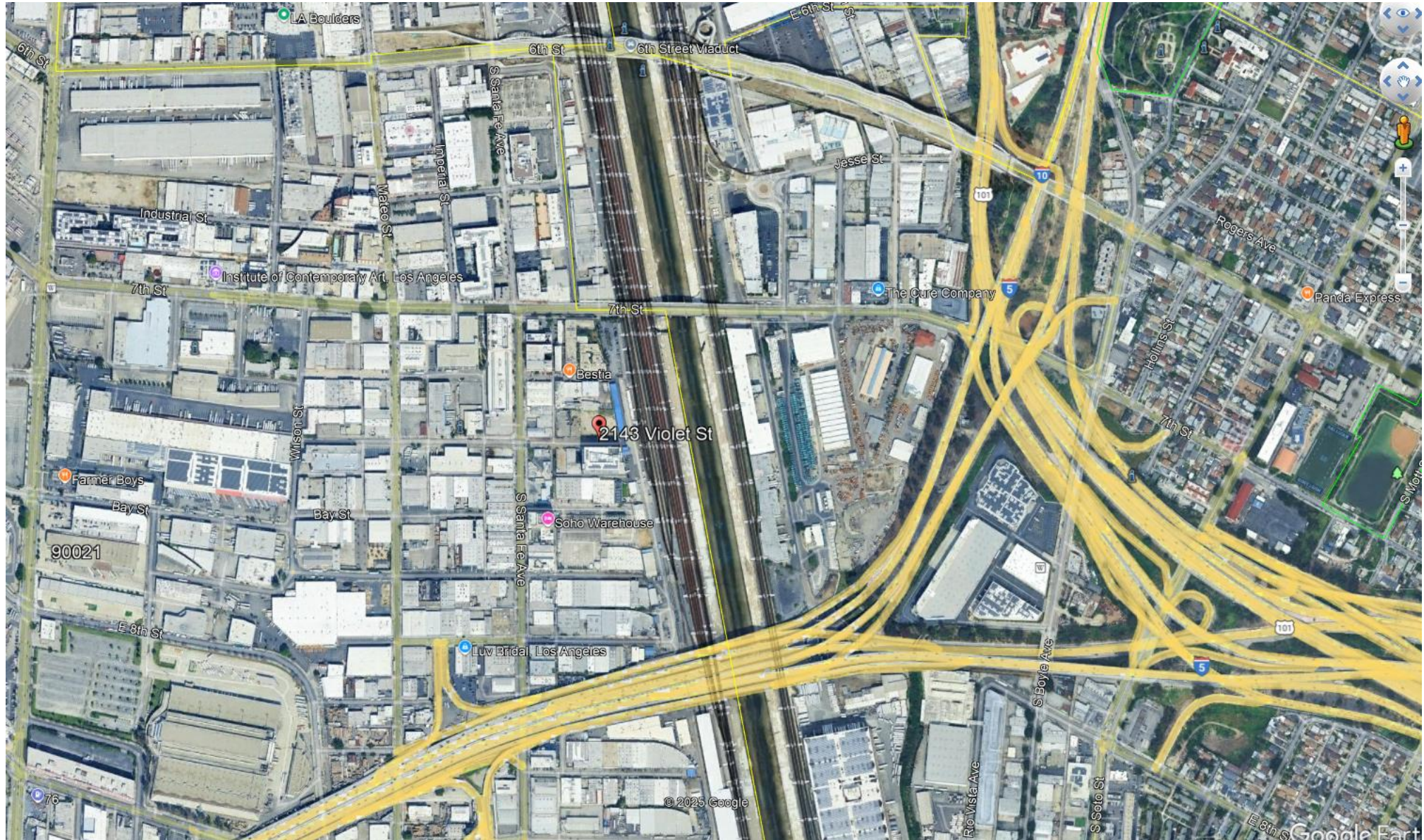
Sheet Number: **A5.3**

# **EXHIBIT C**

## **Vicinity Map**

**CPC-2025-2329-VZC-PR-HCA**

# Vicinity Map



**EXHIBIT D**  
**MITIGATION MONITORING**  
**PROGRAM**  
**CPC-2025-2329-VZC-PR-HCA**

## **IV. Mitigation Monitoring Program**

---

### **1. Introduction**

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the California Environmental Quality Act (CEQA) requires the Lead Agency for a project to adopt a program for monitoring or reporting on the revisions it has required for a project and the measures it has imposed to mitigate or avoid significant environmental effects. As specifically set forth in CEQA Guidelines Section 15097(c), the public agency may choose whether its program will monitor mitigation, report on mitigation, or both. As provided in CEQA Guidelines Section 15097(c), “monitoring” is generally an ongoing or periodic process of project oversight. “Reporting” generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

An EIR has been prepared to address the Project’s potential environmental impacts. The evaluation of the Project’s impacts takes into consideration project design features, which are measures proposed by the Applicant as a feature of the Project and which are detailed in the EIR. Where appropriate, the EIR also identifies mitigation measures to avoid or substantially lessen any significant impacts. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of those project design features and mitigation measures.

This MMP has been prepared in compliance with the requirements of CEQA Section 21081.6 and CEQA Guidelines Section 15097. It is noted that while certain agencies outside of the City of Los Angeles (City) are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

### **2. Purpose**

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the EIR;

2. Provide a framework to document implementation of the identified project design features and mitigation measures;
3. Provide a record of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize the existing agency review processes wherever feasible.

### **3. Organization**

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

- Enforcement Agency—the agency with the power to enforce the project design feature or mitigation measure.
- 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 project design feature or mitigation measure shall be monitored.
- Monitoring Frequency—the frequency at which the project design feature or mitigation measure shall be monitored.
- Action(s) Indicating Compliance—the action(s) by which the enforcement or monitoring agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

### **4. Administrative Procedures and Enforcement**

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each project design feature and mitigation measures has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation

measure. Such records shall be made available to the City upon request. Further, specifically during the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP. The Construction Monitor shall also prepare documentation of the Applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

## **5. Program Modification**

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

---

## 6. Mitigation Monitoring Program

### A. Air Quality

#### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

#### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

### B. Cultural Resources

#### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

#### (2) Mitigation Measures

**Mitigation Measure CUL-MM-1:** A qualified archaeologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the archaeologist and the City of Los Angeles Department of City Planning and shall depend on the rate of excavation and grading activities and the materials being excavated. If archaeological materials are encountered, the archaeologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The archaeologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating archaeologist, and a copy of the archaeological survey report shall be submitted to the Department of City Planning. Ground-disturbing activities may resume once the archaeologist's recommendations have been implemented to the satisfaction of the archaeologist.

- **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:** Construction

- **Monitoring Frequency:** To be determined by consultation with archaeologist if resource(s) are discovered
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a qualified archaeologist

## C. Energy

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## D. Geology and Soils—Paleontological Resources

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

**Mitigation Measure GEO-MM-1:** A qualified paleontologist shall be retained by the Applicant to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities and the materials being excavated. If paleontological materials are encountered, the paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum and the Department of City Planning. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

- **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:** Construction
- **Monitoring Frequency:** To be determined by consultation with paleontologist if resource(s) are discovered
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a qualified paleontologist

## E. Greenhouse Gas Emissions

### (1) Project Design Features

**Project Design Feature GHG-PDF-1:** The design of the new buildings shall incorporate the following sustainability features:

- Incorporate energy-saving technologies and components to reduce the Project's electrical use profile. Examples of these components include the use of light-emitting diode (LED) and other efficient lighting technology, energy saving lighting control systems such as light- and motion-detection controls (where applicable), and energy efficient heating, ventilation, and air conditioning (HVAC) equipment.
- HVAC mechanical systems and building lighting shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.
- Demand control ventilation shall be utilized in HVAC systems, and refrigerants in HVAC equipment shall have low GHG emission rates. In particular, the HVAC system shall be designed to optimize exterior and interior air-flow to ensure healthy indoor air quality.
- **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; pre-operation
- **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

## (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## F. Land Use

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## G. Noise

### (1) Project Design Features

**Project Design Feature NOI-PDF-1:** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Compliance with this measure shall be verified by LADBS via field inspection.

- **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:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

**Project Design Feature NOI-PDF-2:** All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors. The equipment screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line-of-sight from the equipment to the off-site noise-sensitive receptors. Documentation shall be submitted at plan check, and shall include documentation prepared by a noise consultant to verify compliance with this measure.

- **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:** 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 noise consultant
- **Project Design Feature NOI-PDF-3:** Outdoor amplified sound systems, if any, shall be designed so as not to exceed the maximum noise level of 75 dBA ( $L_{eq-1hr}$ ) at a distance of 15 feet from the amplified speaker sound systems at the Ground Level (pedestrian paseo); 80 dBA ( $L_{eq-1hr}$ ) at the Level 4 outdoor deck; and 90 dBA at the Level 8 outdoor deck. A qualified noise consultant shall provide written documentation that the design of the system complies with these maximum noise levels.
- **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:** 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 noise consultant

**Project Design Feature NOI-PDF-4:** All loading docks adjacent to off-site sensitive receptors shall be designed to be integrated into the building and thus shielded from view by off-site sensitive receptors.

- **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:** Once at Project plan check; once at field inspection

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

**Project Design Feature NOI-PDF-5:** Project construction shall not include the use of driven (impact) pile systems.

- **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:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

## (2) Mitigation Measures

**Mitigation Measure NOI-MM-1:** Prior to the start of construction activities, a temporary and impermeable sound barrier shall be erected along the northern property line of the Project Site between the construction areas and the residential use on the north side of 7th Place. The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor R1. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- **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; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from qualified noise consultant.

**Mitigation Measure NOI-MM-2:** Prior to start of construction, the Applicant shall retain the services of a structural engineer to visit on-site Building C to inspect and document (video and/or photographic) the apparent physical condition of the building. In addition, the structural engineer shall establish baseline structural conditions of the building and prepare a shoring design.

Prior to construction, the Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at on-site Building C during shoring and excavation of the parking garage. The vibration monitoring system shall measure (in vertical and horizontal directions) and continuously store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.10 inch/second (PPV) and a regulatory level of 0.12 inch/second (PPV). The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

The vibration monitoring program shall be submitted to the Department of Building and Safety and the Department of City Planning, prior to initiating any construction activities.

In the event the warning level 0.10 inch/second (PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level 0.12 inch/second (PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart once the vibration level is re-measured and below the warning level.

In the event damage occurs to historic finish materials at the on-site building C due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant and the City of Los Angeles Office of Historic Resources. If warranted, such repairs shall be conducted in a manner that meets the Secretary of the Interior's Standards.

- **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:** Once at Project plan check; once during field inspection

- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; submittal of compliance report from noise consultant

## H.1. Public Services—Fire Protection

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## H.2. Public Services—Police Protection

### (1) Project Design Features

**Project Design Feature POL-PDF-1:** During construction, the Applicant will implement temporary security measures including security fencing, lighting, and locked entry.

- **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 Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

**Project Design Feature POL-PDF-2:** The Project will include a closed circuit camera system and keycard entry for the residential building and the residential parking areas.

- **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 Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection

- **Action Indicating Compliance:** . Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

**Project Design Feature POL-PDF-3:** The Project will provide proper lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

- **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 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 applicable building permit; issuance of Certificate of Occupancy

**Project Design Feature POL-PDF-4:** The Project will provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment.

- **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 Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **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

**Project Design Feature POL-PDF-5:** The Project will design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites.

- **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 Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **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

**Project Design Feature POL-PDF-6:** Upon completion of construction of the Project and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to the LAPD's Newton Area Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once at Project plan check prior to the issuance of applicable building permit
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

## (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

### H.3. Public Services—Schools

#### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

#### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

### H.4. Public Services—Parks and Recreation

#### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

#### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## H.5. Public Services—Libraries

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## I. Transportation

### (1) Project Design Features

**Project Design Feature TR-PDF-1:** Prior to the start of construction, a Construction Traffic Management Plan shall be prepared and submitted to LADOT for review and approval. The Construction Traffic Management Plan will include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan and Worksite Traffic Control Plan will include, but not be limited to, the following measures:

- As parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures;
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during construction;
- Parking for construction workers will be provided either on-site or at off-site, off-street locations. Parking shall be prohibited on streets in the vicinity of the Project Site; and
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.
- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; construction

- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading or building permit; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

## (2) Mitigation Measures

**Mitigation Measure TR-MM-1:** The Project shall prepare a TDM program. TDM program elements could include measures such as unbundled parking although the exact measures will be determined when the plan is prepared, provided that the estimated combined effect of the measures shall be to reduce the Project's residential and work VMT below 7.7 and 7.5, respectively. The City of Los Angeles requires that the TDM plan be prepared during construction, with the final TDM plan approved by LADOT prior to the City's issuance of the certificate of occupancy for the Project. Implementation of the TDM plan occurs after building occupancy.

TDM strategies applicable for the residential component:

**Unbundled Parking**—Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making.

TDM strategies applicable for the office component:

**Required Commute Trip Reduction Program**—This strategy involves the development of an employee-focused travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. The program typically includes elements such as a coordinated ride-sharing or carpooling program, vanpool program, alternative work schedule program, preferential carpool parking, guaranteed ride home service, and a program coordinator. The program requires the development of metrics to evaluate success, program monitoring, and regular reporting.

TDM strategies applicable for both the office and residential components:

**Promotions and Marketing**—This strategy involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices. This strategy includes passive educational and promotional materials, such as posters, info boards, or a website with information

that a traveler could choose to read at their own leisure. It can also include more active promotional strategies such as gamification.

- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Approval of TDM program from LADOT; issuance of Certificate of Occupancy

## J. Tribal Cultural Resources

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## K.1. Utilities and Service Systems—Water Supply and Infrastructure

### (1) Project Design Features

**Project Design Feature WAT-PDF-1:** In addition to regulatory requirements, the Project design shall incorporate the following water conservation features to support water conservation in addition to those measures required by the City's current codes and ordinances:

- High-Efficiency Toilets with a flush volume of 1.0 gallon per flush;
- Showerheads with a flow rate of 1.5 gallons per minute, or less;
- Domestic Water Heating System located in close proximity of point(s) of use;
- Individual metering and billing for water use for commercial space;
- Drip/ Subsurface Irrigation (Micro-Irrigation);.
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together);.

- Drought-Tolerant Plants—60 percent of total landscaping; and
- Weather-based irrigation system and water efficient landscaping.
- **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 City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

## (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## **K.2. Utilities and Service Systems—Wastewater**

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## **K.3. Utilities and Service Systems—Energy Infrastructure**

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

# **EXHIBIT E**

## **Draft Ordinance**

**CPC-2025-2329-VZC-PR-HCA**

**ORDINANCE NO. \_\_\_\_\_**

An ordinance amending the “Q” Conditions of Ordinance No. 187,209, pursuant to the provisions of Section 12.32 Q of Chapter 1 of the Los Angeles Municipal Code (LAMC), for the 2143 Violet Street Project (Proposed Project).

WHEREAS, the Proposed Project at 2117-2147 East Violet Street and 2118-2142 East 7th Place (Project Site) applied for a Vesting Zone Change under Case No. CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR on February 3, 2017, and is therefore vested under the zoning regulations in effect at that time;

WHEREAS, Ordinance No. 188,474 (Downtown Community Plan, effective February 6, 2025) changed the zone designation on the Project Site to [MM1-CDF1-5][IX4-FA][CPIO], in line with the designations of Chapter 1A of the LAMC;

WHEREAS, the Proposed Project possesses vesting rights under Section 12.32 Q of Chapter 1 of the LAMC and successional rights under Section 1.4.4 of Chapter 1A of the LAMC;

WHEREAS, “Q” Conditions are being modified under Case No. CPC-2025-2329-VZC-PR-HCA for the limited purpose of developing the Proposed Project but will not amend the City Zoning Map; and

WHEREAS, if the Proposed Project is not effectuated and/or utilized pursuant to Section 13A.2.7 of Chapter 1A of the LAMC, the zone designations on the Subject Property will revert to that designated for the Subject Property under Ordinance No. 188,474 (Downtown Community Plan);

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

Section 1. Ordinance No. 187,209 is hereby amended.

## (Q) QUALIFIED CONDITIONS

Pursuant to Section 13B.1.4 of Chapter 1A of the LAMC, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification. These conditions shall supersede and replace those of (Q) Qualified Conditions of Ordinance No. 187,209.

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, attached to the subject case file. No change to the plans 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. 474 new live/work units (480 total live/work units)
  - b. 2,034 new square feet of commercial space (36,865 total square feet of commercial)
2. **Setback.** The Project shall be permitted a zero-foot side yard in lieu of the 16 feet otherwise required by LAMC Section 12.14 C.2 for the residential floors along the eastern property line.
3. **Building Separation.** The Project shall be permitted a 17-foot, 10-inch building separation between residential Building 1 and Building 2, in lieu of the 57 feet otherwise required by LAMC 12.21 C2.
4. **Affordable Housing.** Prior to the issuance of a permit, the Project shall submit proof of compliance with the Affordable Housing provisions of Los Angeles Municipal Code Section 11.5.11.
5. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units shall be consistent with LAMC Section 11.5.11.
6. **Labor Requirement.** Pursuant to Los Angeles Municipal Code Section 11.5.11, certified by City Council on December 13, 2017 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 percent 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 percent 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 percent 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.
    - a. 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.
7. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 11 percent of the proposed dwelling units available to Very Low Income Households and 5 percent for Extremely Low Income Households (for rental) or 11 percent of the proposed dwelling units available to Very Low Income Households (for sale) as determined to be affordable to such households by LAHD for a period of 55 years. (If the Project includes both for-sale and rental units, the provisions of LAMC 11.5.11.(a).4 that apply to for-sale units shall apply to the applicable portion of the Project and the provisions that apply to rental units shall apply to the applicable portion of the Project). Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file.
8. **Pedestrian Paseo.** A minimum 17,000 square-foot publicly accessible paseo shall be provided on the ground floor to enhance public access from Violet Street to East 7th Place, as shown in Exhibit A. The paseo shall remain open and accessible to the public during business hours, seven days a week.

Section 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 559 of the City Charter, I **APPROVE/DISAPPROVE** this ordinance on behalf of the City Planning Commission and recommend that it **(NOT) BE ADOPTED**.

By \_\_\_\_\_  
Vincent P. Bertoni, AICP  
Director of Planning

Date \_\_\_\_\_

File No. \_\_\_\_\_

I hereby certify that the foregoing ordinance was passed by **a vote of not less than two-thirds of all its members** by the Council of the City of Los Angeles.

CITY CLERK

MAYOR

\_\_\_\_\_

\_\_\_\_\_

Ordinance Passed \_\_\_\_\_

Approved \_\_\_\_\_