



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: April 8, 2021
Time: After 8:30 a.m.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].
The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: December 23, 2020
Appeal Status: General Plan Amendment is not appealable. Vesting Zone Change and Height District Change are appealable by the Applicant to the City Council if disapproved in whole or in part. All other actions are appealable to City Council.
Expiration Date: April 8, 2021

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

PROPOSED PROJECT: The Project would include up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room on a 96,523-square-foot (2.2-acre) Site (Project Site). Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 units) would be set aside for Very Low-Income Households. If the new residential units are provided for-sale, then instead, 11 percent of the total proposed for-sale units (up to 39 units) would be set aside for Very Low Income Households. The uses would be 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 located on the northern portion of the Project Site, that comprise approximately 56,686 square feet, would be retained with six live-work units, office, retail, restaurant, and warehouse uses. Two additional existing buildings that comprise approximately 6,844 square feet, and contain four vacant live-work units, as well as two open sheds and surface parking areas located on the southern portion of the Site, would all be demolished. Upon completion, the Project's total floor area would be 569,448 square feet, with a maximum floor area ratio (FAR) of 6:1.

Case No.: CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR
CEQA No.: ENV-2017-438-EIR
Related Cases: VTT-74890-CN, VTT-74890-1A
Council No.: 14 – de León
Plan Area: Central City North
Plan Overlay: River Improvement Overlay (RIO) and Central Industrial Redevelopment Plan Area
Certified NC: Downtown Los Angeles
Existing GPLU: Heavy Industrial
Proposed GPLU: Regional Center Commercial
Existing Zone: M3-1-RIO
Proposed Zone: [T][Q]C2-2-RIO
Applicant: Mark Spector, ONNI Capital, LLC
Representative: Dale Goldsmith, Armbruster Goldsmith & Delvac, LLP

REQUESTED ACTIONS:**ENV-2017-438-EIR**

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, the consideration and certification of the Environmental Impact Report prepared for this project, which includes the Draft EIR, No. ENV-2017-438-EIR (SCH No. 2018051050) dated June 2020, the Final EIR, dated December 2020, and the Errata dated February 2021, (2143 Violet Street Project EIR) and Adoption of the Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain;
2. Pursuant to Section 21081.6 of the California Public Resources Code, the adoption of the proposed Mitigation Measures and Mitigation Monitoring Program; and
3. Pursuant to Section 21081 of the California Public Resources Code, the adoption of the required Findings for the certification of the EIR.

CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR

4. Pursuant to the Los Angeles City Charter Section 555 and LAMC Section 11.5.6, a **General Plan Amendment** to the Central City North Community Plan to change the land use designation from Heavy Industrial to Regional Center Commercial;
5. Pursuant to LAMC Section 12.32 Q, a **Vesting Zone** and **Height District Change** from M3-1-RIO to [T][Q]C2-2-RIO and pursuant to LAMC Section 11.5.11 (e), a Developer Incentive to permit 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;
6. Pursuant to LAMC Section 12.24 W.19, a **Vesting Conditional Use Permit** to permit floor area averaging and residential density transfer within a Unified Mixed-Use Development in a C Zone;
7. Pursuant to LAMC Section 12.24 W.1, a **Main Conditional Use Permit** for the onsite sale of a full-line of alcoholic beverages within 10 establishments; and
8. Pursuant to LAMC Section 16.50, **Site Plan Review** for a project resulting in an increase of 50 or more dwelling units and more than 50,000 gross square feet of non-residential floor area.

RECOMMENDED ACTIONS:**ENV-2017-438-EIR**

If the City Planning Commission denies the appeal of the Vesting Tentative Tract Map (VTT-74890-CN-1A) and sustains the actions of the Advisory Agency:

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the previously certified 2143 Violet Street Project Environmental Impact Report No. ENV-2017-438-EIR, certified on April 8, 2021; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR

1. **Recommend** that the Mayor and City Council Approve a **General Plan Amendment** to the Central City North Community Plan to change the land use designation from Heavy Industrial to Regional Center Commercial;
2. **Recommend** that the City Council Approve a **Vesting Zone and Height District Change** from M3-1-RIO to [T][Q]C2-2-RIO and a Developer Incentive to permit a zero-foot side yard in lieu of the 16 feet for the residential floors along the eastern property line;
3. **Approve a Vesting Conditional Use Permit** to permit floor area averaging and density transfer within a Unified Development in a C Zone;
4. **Approve a Main Conditional Use Permit** for the onsite sale of a full-line of alcoholic beverages within 10 establishments;
5. **Approve a Site Plan Review** for a project resulting in an increase of 50 or more dwelling units and more than 50,000 gross square feet of non-residential floor area;
6. **Adopt** the attached Conditions of Approval; and
7. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



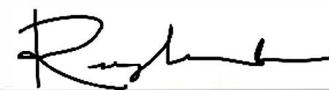
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Environmental Impact Report (EIR) links:

Draft EIR: <https://planning.lacity.org/development-services/eir/2143-violet-street-project-0>

Final EIR: <https://planning.lacity.org/development-services/eir/2143-violet-street-project-1>

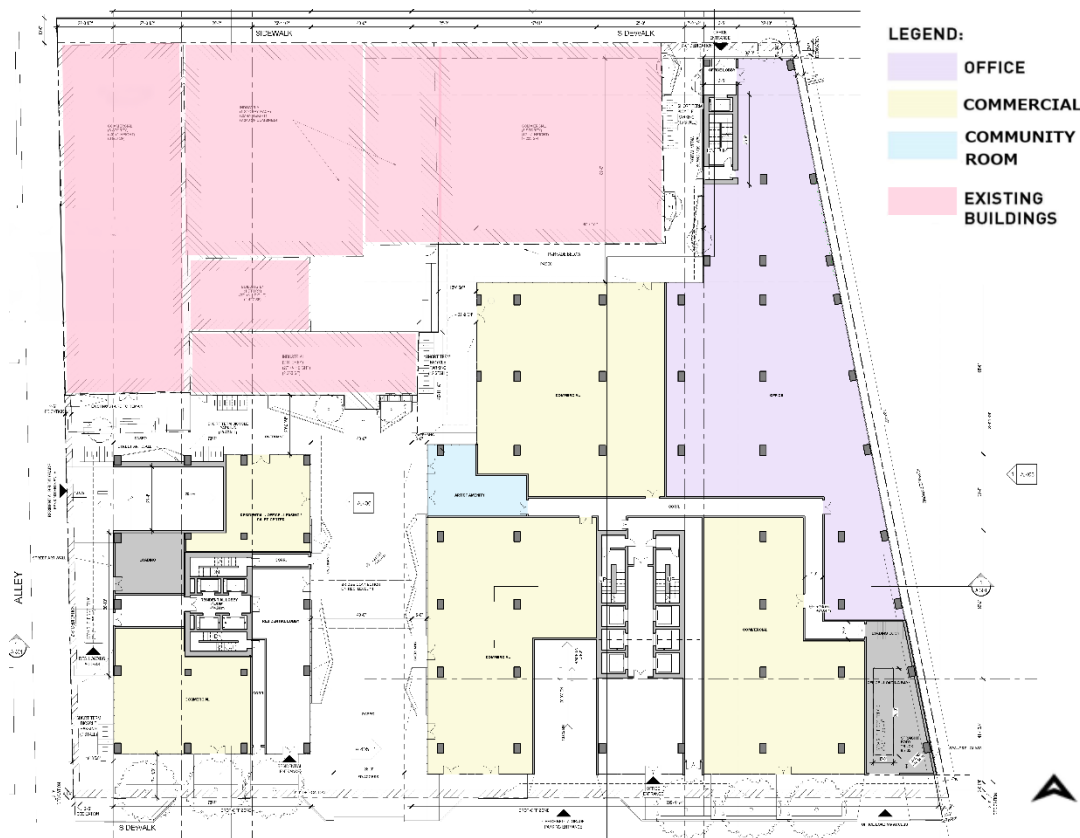
Errata: <https://planning.lacity.org/eir/2143VioletStreet/errata.pdf>

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, adjacent to the Los Angeles River. The proposal includes the development of a new 36-story residential tower with 347 live/work units (including affordable housing units), an eight-story office building, and ground-floor commercial uses in both buildings as well as six levels of subterranean parking. Five existing buildings would be retained with six existing live-work units, and office, retail, restaurant, and warehouse uses. The Project features a ground floor public pedestrian paseo which would provide access to each of the buildings and would serve as a new pedestrian connection between Violet Street, East 7th Place, and an adjacent alleyway.

The requested land use entitlements include a General Plan Amendment and Zone Change from industrial land uses and zoning to allow for a mixed-use residential and office development, a height district change to facilitate an FAR of up to 6:1 and building heights up to 425 feet, and a reduced side yard; conditional use requests to allow for density and floor area averaging and onsite alcohol sales; and Site Plan Review. The Project's environmental impacts, including significant and unavoidable impacts from Project level on-site Construction Noise, Project level on-site Construction Vibration (related to human annoyance), Project Transportation, as well as Cumulative on-Site Construction Noise and Cumulative off-Site Operational Noise, are also under consideration.



The adopted Central City North Community Plan policies support the enhancement of commercial and residential uses, and specifically live-work uses in the Arts District neighborhood. The Project

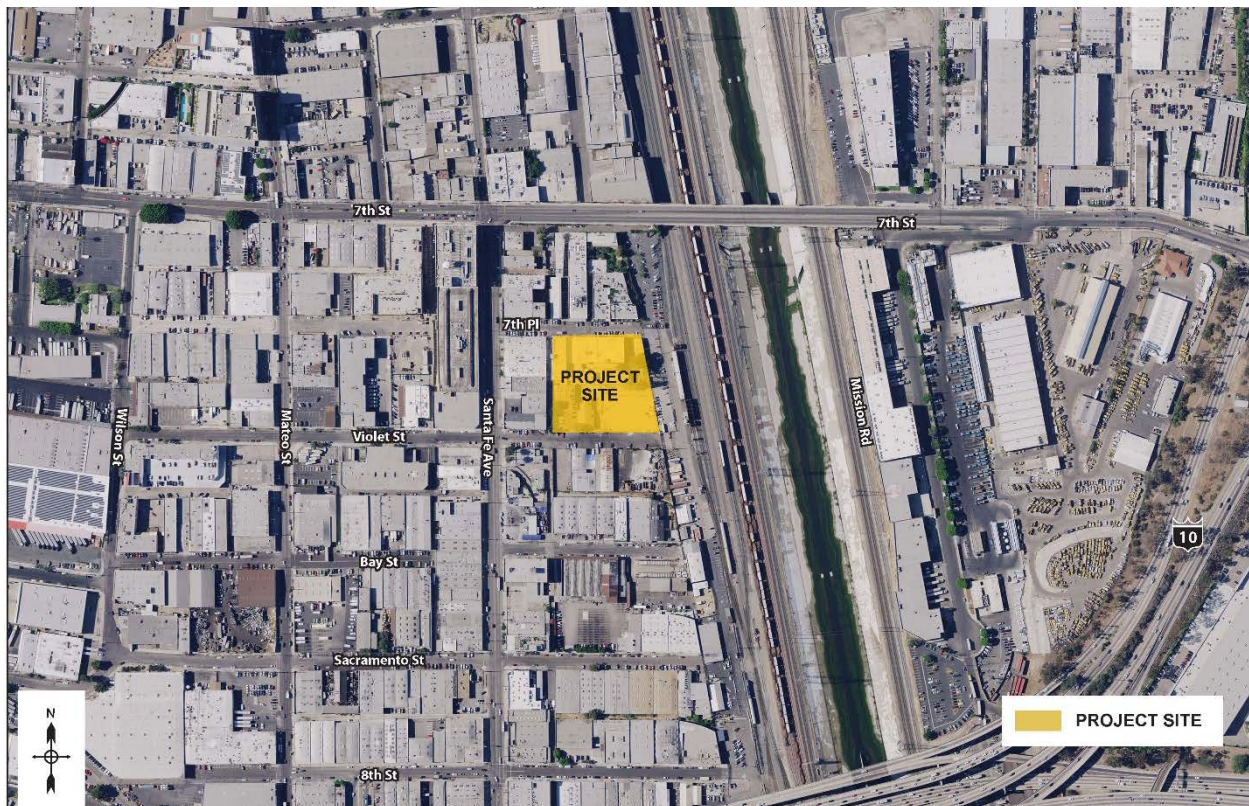
has garnered both public support from the Downtown Neighborhood Council and local unions and opposition from one neighborhood resident and a local union. Support has cited the Project's public benefits including affordable housing production, provision of prevailing wage and skilled jobs, and the design of an active ground floor that supports pedestrian activity. The neighborhood resident's concern was regarding construction noise (included as part of a Draft EIR comment, which was addressed in the Final EIR). The tract map approval was appealed by Southwest Regional Council of Carpenters, with the appellant stating that the environmental review and tract map for the Project were deficient, specifically regarding Noise, Transportation, Air Quality and Greenhouse Gas Emissions, conflicts with land use policies and regulations, and provided inadequate Main Conditional Use Permit and Charter findings. The appeal is being considered by the City Planning Commission at its April 8, 2021 meeting.

In consideration of both support and concerns of the Project, and within the context of the pattern of development within the Arts District, Staff recommends conditional approval of the requested entitlements. The resulting mixed-use project would support planning policies for development within the community, including policies for affordable housing and live-work units, mixed-use development, and job creation.

Background

Location and Setting

The Project Site is located at the southern edge of the Arts District neighborhood within the Central City North Community Plan. The Project Site is bounded by 7th Place to the north, Violet Street to the south, an alley to the west, and private property to the east, used primarily for parking. The surrounding area is developed with a mix of light industrial, commercial, and residential uses.



Ariel View of the Project Site

Project Site and Characteristics

The topography of the 2.2-acre Project Site and surrounding vicinity is relatively flat. The trapezoidal-shaped Site 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. Below is a view of the Project Site looking northwest from Violet Street. 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. Two of the seven structures and the two open sheds would be removed as part of the Project.

Current landscaping on the Project Site is limited to several shrubs, 15 “significant” (non-protected) trees and one protected on-site California sycamore tree located on the eastern portion of the Site. All existing landscaping and the one on-site tree would be removed as part of the Project.

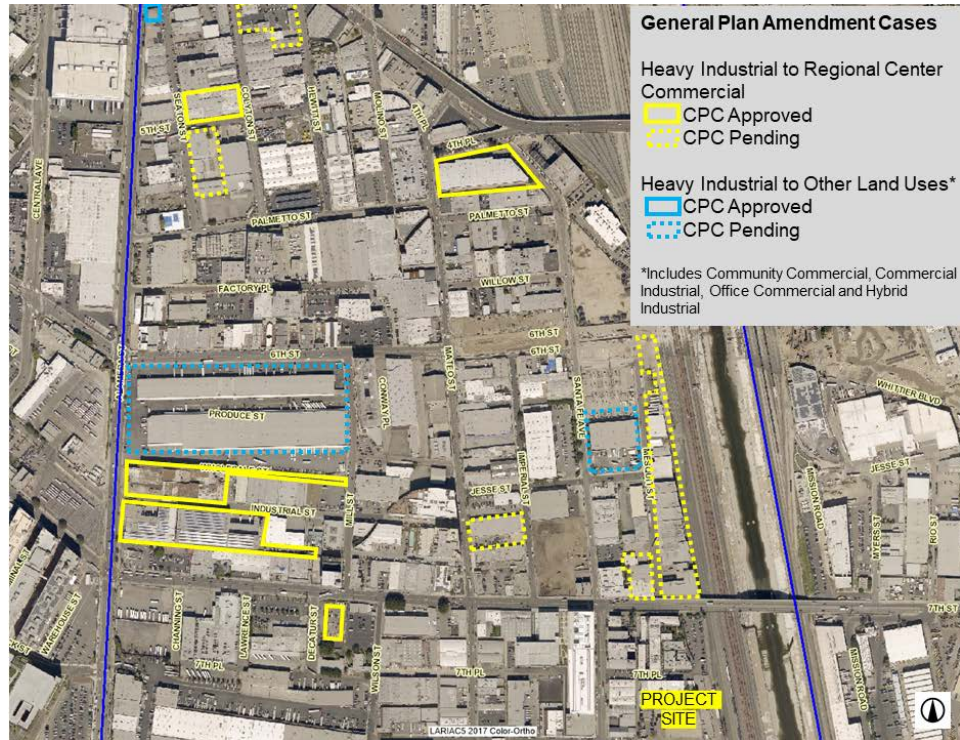


View of Project Site Looking northwest

Existing Land Use Designation and Zoning

The adopted Central City North Community Plan designates the Project Site for Heavy Industrial land uses, with a corresponding zone of M3-1-RIO (Heavy Industrial, Height District 1, River Improvement Overlay District). The Heavy Industrial zone permits a wide variety of industrial, manufacturing, and storage uses, as well as office and commercial uses. In combination with the M3 Zone, Height District 1 permits a maximum FAR of 1.5:1 and does not specify a building height limit. The Community Plan Footnote Number 6 states that properties designated as Height District 1 seeking a FAR beyond 1.5:1 and up to 3:1 may do so through a zone change/height district change. Regardless, the Project Site is requesting a Height District change from Height District 1 to Height District 2 to allow for an increase in FAR up to 6:1 to accommodate the Project development. Height District 2 allows for an unlimited height, but the Project has been conditioned to allow for a maximum height of 425 feet for the new residential building and 131 feet (along Violet Street) for the new office building. As shown in the figure below, in addition to the Project's

General Plan Amendment request to change the Site's land use designation from Heavy Industrial to Regional Center Commercial, several surrounding parcels located in the Arts District neighborhood have requested or have a recently approved General Plan Amendment to change their existing land use designation from Heavy Industrial to Regional Center Commercial or another land use designation.



Requested/Approved General Plan Amendments Near the Project Site

Surrounding Uses

The Project Site is located in an urbanized area and generally surrounded by low and medium rise industrial and commercial buildings.

North: To the north of the Project Site, across East 7th Place, land uses consist of a mix of commercial and manufacturing uses, including restaurant, retail, office, and hotel uses. These properties have the Heavy Industrial General Plan land use designation and corresponding M3-1-RIO Zone. Buildings range from one to three stories in height with no consistent building typology. Further north is the 7th Street Bridge and 6th Street Viaduct project that is currently under construction and will provide a two-way multi-modal bridge with dedicated bicycle lanes that will span the Los Angeles River and connect to the Boyle Heights neighborhood to the east.

East: To the east of the Project Site is a surface parking lot, railroad tracks, and the Los Angeles River. These properties have the Heavy Industrial General Plan land use designation and corresponding M3-1-RIO Zone.

South: To the south of the Project Site, across Violet Street, land uses consist of a mix of commercial and manufacturing uses, including a recycling center and distribution facility, and retail uses. These properties have the General Plan land use designation of Heavy Industrial with corresponding M3-1-RIO and (T)(Q)M3-2D-RIO Zones. Buildings range from one to two stories in height, with no consistent building typology.

West: To the west of the Project Site across the alley, land uses consist of a mix of commercial and manufacturing uses. These properties have the Heavy Industrial General Plan land use designation and corresponding M3-1-RIO Zone. Buildings are one and two stories in height with no consistent building typology.

Regional and Local Access

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

Streets and Circulation

East 7th Place is designated by the Mobility Plan as a Collector Street traveling east-west with a right-of-way width of 60 feet. Bureau of Engineering is requesting that 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 Collector Street Standards of Mobility Plan 2035. East 7th Place is currently improved with a partial sidewalk and not improved with any curbs or gutters.

East Violet Street is designated by the Mobility Plan as a Collector Street traveling east-west with a right-of-way width of 60 feet. Bureau of Engineering is requesting that 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 to provide street and sidewalk improvements in accordance with Collector Street Standards of Mobility Plan 2035. 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. Bureau of Engineering is requesting 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.

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 18 and 62 are located at 7th Street and Santa Fe Avenue, approximately 700 feet northwest of the Project Site. Additionally, the Greyhound Bus Terminal is located approximately 0.4 mile northwest of the Project Site on 7th Street, which provides inter-city bus services to various locations outside of Los Angeles.

Bicycle Facilities

Currently, there are no existing bicycle lanes, paths or routes within 0.5 mile of the Project Site. There are currently two Metro bike share facilities within 0.5 mile of the Project Site located at the corner Imperial Street and 7th Street (0.3 mile) and Industrial Street and Mateo Street (0.5 mile). According to the Bicycle Plan 2010 (as part of the Mobility Plan 2035), the nearest planned bike facilities include 7th Street as a future Class II Bike Lane or Backbone Bikeway and Mateo Street and Santa Fe as a Neighborhood Enhanced Network or Bicycle Friendly Street, which is defined as a lower volume residential and collector street. Additionally, 7th Street would provide a

connection to the planned Los Angeles River Bike Path that would run from Elysian Park to Maywood.

Land Use Policies

The Project Site is located within the Central City North Community Plan, DTLA2040 Community Plan Update, Los Angeles State Enterprise Zone, Transit Priority Area, River Improvement Overlay District (RIO), and the Central Industrial Redevelopment Project Area of the Community Redevelopment Agency of Los Angeles (CRA/LA).

Downtown Community Plan Update (DTLA 2040)

The Department of City Planning is currently updating the Central City and Central City North Community Plans, whose areas together make up Downtown Los Angeles (also known as DTLA), in a combined planning process referred to as the DTLA 2040 Plan. The purpose of the DTLA 2040 Plan is to develop and implement a future vision for Downtown Los Angeles that supports and sustains ongoing revitalization while thoughtfully accommodating projected future growth. As Downtown has been a rapidly changing setting within Los Angeles, it supports a collection of economic opportunities and entrepreneurship, people, culture, and distinct neighborhoods, and sits at the center of the regional transportation network.

The Project Site would be designated as Hybrid Industrial under the Downtown Community Plan, which are areas to “preserve productive activity and prioritize space for employment, including light industrial, new industry, commercial, and vertically-integrated businesses, with careful introduction of live-work uses.” The designation would allow a maximum FAR of 6:1, with general uses that include creative office, live/work, manufacturing, and production activity.

As the Project would preserve a majority of the existing on-site uses and develop the Site with live/work units, office, and commercial uses, it would be consistent with the current draft version of the Downtown Community Plan. The Project also supports the core principles and long-term priorities of the Plan by providing new housing that would accommodate anticipated growth. The Project would grow and support the residential base, support and sustain Downtown's ongoing revitalization, reinforce Downtown's jobs orientation, and promote a transit, bicycle, and pedestrian friendly environment and strengthen neighborhood character.

Los Angeles State Enterprise Zone

On July 11, 2013, California Governor Edmund G. Brown Jr. signed legislation that resulted in the repeal of the Enterprise Zone Act and the dissolution of Enterprise Zones. However, the City Council adopted an action on December 18, 2013 that approved the continuation of the reduced parking provision for former Enterprise Zone areas. The Project is not utilizing the State Enterprise Zone parking reduction. While a percentage of the Project's vehicle parking would be reduced and replaced with bicycle parking, the Project's residential and commercial parking is in conformance with the Los Angeles Municipal Code.

Transit Priority Area

In September 2013, California Governor Jerry Brown signed Senate Bill 743 (SB 743), which made several changes to CEQA for projects located in areas served by transit. Among other things, SB 743 added Public Resources Code (PRC) Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the

intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” The Project is a mixed-use residential and office project and is located on an infill site. The Project Site is located approximately 200 feet east of the Metro Local Line 60 Santa Fe and Violet Street bus stop and 750 feet southeast of the Metro Local Lines 18 and 62 Santa Fe and 7th Street bus stop, and therefore qualifies as located within a Transit Priority Area.

River Improvement Overlay District (RIO)

In connection with the Los Angeles River Revitalization Master Plan, which focuses on the creation of parks, paths, and open spaces in the vicinity of the Los Angeles River, the RIO District proposes the establishment of a distinct sustainable environment in the surrounding neighborhoods to promote concepts developed in the Los Angeles River’s Master Plan. The RIO District establishes landscaping, design criteria, and administrative review procedures for projects within the RIO District. Although the Project is located within the boundaries of the RIO District, the Project Site is separated from the Los Angeles River by existing railroad tracks and 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 underground and placing loading areas within the building or away from public view.

Central Industrial Redevelopment Project Area

The Redevelopment Plan for the Central Industrial Redevelopment Project (Redevelopment Plan) was adopted by the City Council on November 15, 2002. The Redevelopment Plan covers approximately 738 acres and is generally bounded by 3rd Street to the north, the Los Angeles River to the east, Washington Boulevard and the Santa Monica Freeway (I-10) to the south, and Stanford Avenue and San Pedro Street to the west. This area is predominantly industrial, with a commercial presence, and a residential community of artist lofts and single room occupancy hotels serving residents of Skid Row. The purpose of the Redevelopment Plan is to revitalize the area through new commercial, industrial, and residential development and the rehabilitation/reuse of existing development, to maintain and expand residential neighborhoods and preserve/reuse cultural resources, and to elimination various conditions of blight that have been identified. The Project preserves existing commercial buildings and one of the existing vacant live-work buildings while introducing new commercial and residential development by demolishing sheds and surface parking thus complying with the Redevelopment Plan’s goals. The Project Site is located in the Redevelopment Plan area.

Relevant Cases (1,000 foot Radius)

Subject Property:

VTT-74890-CN: On February 23, 2021, the Advisory Agency approved a 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 export of 239,500 cubic yards of soil. This decision was appealed and is pending decision by the City Planning Commission concurrent with the subject case.

Surrounding Properties:

The following relevant cases were identified to be within 1,000 feet of the Project Site:

CPC-2017-247-GPAJ-VZCJ-HD-VCU-DB-MCUP-CUX-ZV-MS: A pending application for a General Plan Amendment from Heavy Industrial to Regional Center Commercial and a Vesting Zone and Height District Change from M3-1-RIO to C2-3-RIO, and other entitlement requests, for a new mixed-use development comprised of 308 residential units (including 50 affordable units), 236 hotel guest rooms, and commercial office, retail, and restaurant space, for the property located at 670 South Mesquit Street.

CPC-2016-4554-GPA-VZC-GHD-DB-SPR: A pending application for a General Plan Amendment from Heavy Industrial to Commercial Industrial and a Vesting Zone and Height District Change from M3-1-RIO to CM-2-RIO, and other entitlement requests, for a mixed-use development comprised of 104 live/work units and 9 affordable units, 121,556 square feet of commercial uses, and 12,700 square feet of productive space, for the property located at 1000 South Mateo Street.

CPC-2017-624-VZC-HD-MCUP-ZAA-SPR: A pending application for a Vesting Zone and Height District Change from M3-1-RIO to M3-2D-RIO for an eight-story mixed-use development comprised of 222,189 square feet of office/creative office uses with accessory retail/restaurant spaces, for the property located at 2159 East Bay Street.

CPC-2016-3479-GPA-VZC-HD-SPR: On November 14, 2019, the City Planning Commission approved a new mixed-use development comprised of 110 live/work units with 11 affordable units and 164,198 square feet of creative office and retail/restaurant space, for the property located at 2110 East Bay Street. The Project requested a General Plan Amendment from Heavy Industrial to Commercial Industrial and Vesting Zone and Height District Change from M3-1-RIO to CM-2-RIO among other entitlement requests. Ordinance No. 186706 became effective August 19, 2020 that required affordability of the Project to a minimum of 11 percent of the base density to be reserved for Very Low Income households, for sale or rental.

Project Details

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. On-site uses include 6,983 square feet of office space, 25,739 square feet of retail uses, and 2,109 square feet of warehouse uses. There is one four unit and one six unit live-work building. While both live-work buildings are vacant, the remaining buildings are occupied with the uses noted above. The five existing buildings located on the northern portion of the Project Site comprise approximately 56,686 square feet and would be retained with six live-work units, and office, retail, restaurant, and warehouse uses. In addition, the City has recently issued permits for the conversion of approximately 5,055 square feet of existing retail and warehouse uses to restaurant uses. The two remaining existing buildings that comprise approximately 6,844 square feet, as well as two open sheds, and surface parking areas located on the southern portion of the Site, would be demolished.

The Project would include the construction of a new mixed-use development, comprised of a residential tower and office building, with up to 347 new live-work units, 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households.

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: a 36-story residential tower with a maximum height of 425 feet located on the southwest portion of the Site and an eight-story office building with a maximum height of 131 feet located on the eastern portion of the Site. Upon completion, the Project's total floor area would be 569,448 square feet, with a maximum FAR of up to 6:1.

The Project would provide up to 783 vehicle parking spaces within six subterranean levels. Access to residential vehicle parking would be provided via the alley located on the western side of the Site, while vehicular access to the office would be provided via a driveway accessible from the southeast corner of the Site along Violet Street. The Project would provide 210 long-term and 47 short term bicycle parking spaces.

The Project would be required to provide 42,775 square feet of residential open space and would provide a total of 65,641 square feet of open space (an excess of 22,886 square feet), including 21,388 square feet of common open space. Open space would be provided in both the residential tower and office building and include interior amenity spaces and exterior open spaces. The 12,280 square feet ground floor paseo would be open to the public during business hours. During non-business hours the paseo would be gated at the entrances along Violet Street, 7th Place, and alley way. A pedestrian bridge would be built above the Project's groundfloor paseo, connecting the two new buildings and providing an alternative access point for residences to the residential open space and amenities located in the office building. Access to the bridge would be provided on Floor 11 of the residential tower side and Floor 8 of the office building side. The Project would also provide private balconies for the live-work units. Open space and landscaping requirements are provided in detail below. Additionally, the Project would provide 123 new on-site trees and street trees along Violet Street.

Project Summary	
Use	<u>Amount</u>
Existing Uses to be Demolished	
Live/Work	4 units (4,600 sf)
Office	2,244 sf
Existing Uses to Remain	
Live/Work	6 units (21,855 sf)
Office	6,983 sf
Commercial	20,684 sf
Restaurant	5,055 sf
Warehouse	2,109 sf
Total Square Footage	57,612 sf¹
New Uses	
<i>Live/Work</i>	
One Bedroom, One Bedroom +Den	227
Two Bedroom, Two Bedroom + Den	107
Three Bedroom	13
Total Units	347
Total Residential Square Footage	302,604
<i>Commercial</i>	
Office Square Footage	187,374
Retail/Restaurant Square Footage	21,858
Total Commercial Square Footage	209,232
Total Project Square Footage	569,448
¹ - Includes the 926 square foot community room also described as an art exhibition space.	

Project Design and Architecture

The Project would include the construction of two new buildings and the retention of five of the seven existing on-site buildings. As shown in the figure below, the seven existing buildings are situated on the northern portion of the Site, with five of the buildings to be retained (outlined in blue) fronting 7th Place and the remaining two buildings (labeled in yellow) located immediately to the south and east of those buildings.



Location of Existing On-Site Buildings

As shown below, the existing buildings range from one to three stories in height, vary in building style, and are examples of the industrial lofts and low-rise warehouses located throughout the Arts District area. The buildings would be retained as office, retail, restaurant, and warehouse uses as well as six live-work units. The building furthest east (labeled in yellow below) will be demolished.



Existing Buildings Along East 7th Place

In addition to the new residential tower and office building discussed further below, the Project would introduce new features to the Site to ensure the retained existing uses would be integrated with the new mixed-use buildings, creating a unified Site. These features would include a ground floor public paseo with that would improve pedestrian access and connectivity throughout the Site by providing connectivity from Violet Street to 7th Place, which currently does not exist, as well as providing equally distributed landscaped and passive activity amenities to encourage activity throughout the Site. Additionally, an entrance to the new office building from 7th Place and Violet Street would be provided, and the Project's eight story office building would step down to three stories along 7th Place, in consideration of the adjacent existing three-story building.



Rendering of Project from East 7th Place

As shown in the figure above, the two new buildings would be designed with a contemporary architectural style but would reflect the industrial character of the surrounding area by utilizing 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 residential floor would be staggered, with projecting balconies and recessed windows, to break up the residential tower's facades, creating distinct and off-set planes to reduce the buildings' scale and massing. The ground floor commercial uses would feature an approximately 20-foot floor-to-ceiling glass curtainwalls throughout the site. Additionally, a portion of the new buildings' facades would be designated as mural walls visible along the paseo. Behind the existing retained buildings or at the intersection of the public paseo, a public art display will be located, further enhancing the artistic elements of the Project.

The 36-story residential tower would front Violet Street, while the eight-story office building would front both Violet Street and 7th Place. The two new buildings would be connected via a pedestrian bridge which would be accessible on Floor 11 of the residential tower and Floor 8 of the office building. The residential tower would be situated at the southwest corner of the Site and abut the alley and Violet Street and the office building would be situated on the eastern portion of the Site and front both Violet Street and 7th Place. The office building would be eight-stories along Violet Street, however the small portion of the building that would front 7th Place and would be located adjacent to the existing three-story building, would also be three-stories, as the office building would be stepped back on Floor 4, creating an outdoor amenity deck, while mirroring the height of the existing adjacent building.

Building Height and Floor Area

In combination with the proposed C2 Zone, Height District No. 2 imposes no limitation as to height, and sets forth a maximum FAR of 6:1. The Project proposes a maximum height of 425 feet as

measured to the top of parapet for the 36-story residential tower and a maximum height of 131 feet for the eight-story office building. Upon completion, the Project would include 569,448 square feet of floor area, with a maximum FAR of up to 6:1.

Open Space and Landscaping

Based on the number of units and the mix of unit types, the Project is required to provide a minimum of 42,775 square feet of residential open space, pursuant to LAMC Section 12.21 G. In total the Project would provide 65,641 square feet of residential open space, including approximately 48,291 square feet of common open space, 10,690 square feet of interior amenity space, and 17,350 square feet of private open space in the form of balconies along each elevation of the residential tower from Floors 2 to 36. In addition, the office would provide a 3,469 square feet outdoor deck for employee use only.

Open Space Provided¹ (Sq. Ft.)	
Ground Level (Paseo)	12,280
Ground Floor Community Room	926
Office Level 4 Outdoor Deck ¹	3,469
Residential Level 11 Amenity Room	1,935
Office Level 8 Interior Recreation/Amenity Room	7,829
Office Level 8 Outdoor Amenity/ Residential Level 11	25,321
Private Open Space (Balconies)	17,350
Total Common Open Space Provided	48,291
Total Residential Open Space Provided	65,641
¹ The Office Level 4 deck would be usable for the office employees only.	

As shown in the landscape plan below, to ensure pedestrian connectivity throughout the ground floor, the Project would provide a 12,280 square-foot ground floor public paseo. Outdoor amenity decks would be provided on Floors 4 and 8 of the eight-story office building. The 3,469 square-foot amenity deck located on Floor 4 would be programmed with seating and lounge areas and include an outdoor kitchen and would only be accessible to office employees. The larger 25,321 square-foot amenity deck located on Floor 8 would be accessible only to residents and would provide amenities such as a pool deck, a fitness deck, game areas, and a children's playground.

Two indoor amenity spaces would be located on Floor 11 of the residential tower and would connect via a pedestrian bridge to the 25,321 square-foot indoor and 7,829 square feet outdoor residential amenity space located on Floor 8 (rooftop) of the office building. The 1,935 square feet residential indoor amenity spaces on Floor 11 would function as community rooms and would be usable as a flex space for residents, while the office side 7,829 square feet indoor amenity space would serve as restroom and indoor game areas.

Pursuant to 12.21 G.3(a), the Project would be required to provide 25 percent (5,347 square feet) of the Project's common open space as planted open space. The Project would provide 9,217 square feet of planted area on the ground floor, the amenity space located on Floor 4, as well as the amenity space located on Floor 8 of the eight-story office building.



Ground Floor Landscape Plan

While there are no existing street trees along the perimeter of the Site, the Project would provide street trees along Violet Street in compliance with Bureau of Street Services Urban Forestry Division's requirement. A total of 123 trees would be provided on the Project Site, 17 additional trees in addition to what is required per the LAMC.



Residential and Office Amenity Deck Located on Roof of Eight-Story Office Building

Parking**Vehicle Parking**

The Project would be required to provide residential and commercial vehicle parking in compliance with LAMC Section 12.21. and the Central City Parking District, as well as by utilizing the bicycle replacement provisions pursuant to LAMC 12.21 A.4, to reduce the required residential vehicle parking by 10 percent. As such a total of 359 residential parking spaces would be provided would be located within six subterranean levels.

Pursuant to LAMC 12.21 A.4(x)(3), the Project's commercial uses would be required to provide one parking space per 500 square feet of commercial space. The Project is utilizing the bicycle replacement provisions pursuant to LAMC 12.21 A.4 and would be reducing the required commercial vehicle parking by five percent and will provide a total of 424 commercial parking spaces, including 24 parking spaces reserved for the existing tenants.

Thus, the Project would provide 783 total parking spaces, which meets LAMC requirements.

Bicycle Parking

Pursuant to LAMC Section 12.21 A.4 and A.16 and based on the mix of uses and bicycle replacement provisions for vehicle parking, the Project is required to provide 105 short-term and 210 long-term bicycle parking spaces and would meet the bicycle parking requirements. All short-term bicycle parking will be located on the ground floor level along the paseo and near the residential entrance on 7th Place. Long-term bicycle parking would be located on Floor P1.

Access and Circulation

Under existing conditions vehicular access to the Site is provided via one driveway along Violet Street and one driveway along the alley that abuts the Project Site to the west. Under the Project, vehicular parking for the residential tower would be provided via an ingress/egress driveway through the alleyway on the southwestern side of the Project Site. The residential loading area would be located immediately south of the residential parking entrance. Vehicular parking for the office building would be provided via an ingress/egress driveway located immediately west of the Violet Street office entrance. A commercial loading dock and loading area would be located at the southeast corner. All driveways and access would be designed in accordance with City of Los Angeles Department of Transportation (LADOT) standards.

While there are no sidewalks in this area of the Arts District, internally, pedestrian access would be improved, as compared to existing conditions, and provided via a new ground floor public paseo that would connect the existing five building with the proposed two new 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, and the alley. The paseo would be open to the public during business hours. The paseo would be landscaped with native and adaptive native plants, include seating areas, and would create a social space able to host a variety of activities, all positioned to activate the space. The entrance to the residential lobby would be located on the eastern side of the residential tower and pedestrian access to the office building would be via two lobbies, one located along Violet Street and the second would be accessible from the public paseo. Access to the ground floor commercial spaces would be provided via several entrances along the ground floor public paseo. In addition, the pedestrian bridge located on Floor 8 of the office building and Floor 11 of the residential tower would provide a connection to the residential amenities located in the office building.

Sustainability Features

The Project would incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen, which would reduce energy and water usage. The Project would also be required to comply with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and stormwater reuse. Specifically, the Project would include, WaterSense-labeled plumbing fixtures, weather-based controller and drip irrigation systems, and water-efficient landscape design, to promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and a solar roof. Furthermore, as proposed and conditioned, a minimum of 30 percent of the total code-required parking spaces will be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total code-required parking spaces will be equipped with EV chargers.

Entitlement Analysis

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

- Consideration of the **Environmental Impact Report**, including the adoption of the Statement of Overriding Considerations for significant and unavoidable impacts related to Project level on-site Construction Noise, Project level on-site Construction Vibration (related to human annoyance), Project Transportation, as well as Cumulative on-Site Construction Noise and Cumulative off-Site Operational Noise; and adoption of a Mitigation Monitoring Program to off-set any potential environmental impacts the Project may have on the environment;
- A **General Plan Amendment** to change the land use designation from Heavy Industrial to Regional Center Commercial and an accompanying **Vesting Zone Change and Height District Change** from M3-1-RIO to [T][Q]C2-2-RIO to allow for live/work residential uses in a previously industrial zone and to allow for an FAR of up to 6:1 in lieu of 1.5:1;
- As part of the Zone Change, a **Developer Incentive** to permit a zero-foot side yard in lieu of the 16 feet otherwise required for the residential floors along the eastern property line;
- A **Vesting Conditional Use Permit** to permit floor area averaging and residential density transfer across the site for a unified development;
- A **Main Conditional Use Permit** to allow for on-site alcohol sales at 10 establishments; and
- A **Site Plan Review** approval for a project resulting in an increase in 50 or more dwelling units and more than 50,000 gross square feet of non-residential floor area.

General Plan Amendment, Zone and Height District Change

The 2.2-acre Project Site is located within the Central City North Community Plan area and is comprised of sixteen lots. The Community Plan designates the entire Project Site as Heavy Industrial. According to the Community Plan, corresponding zones for the Heavy Industrial designation is M3. While Height District 1 limits the FAR to 1.5:1 and does not establish a maximum building height, the Project is requesting a Vesting Zone and Height District Change from M3-1-RIO to [T][Q]C2-2-RIO which would permit a maximum FAR of 6:1 and would not establish a maximum building height.

The General Plan Amendment, Zone and Height District change would allow for a new mixed-use development, comprised of a residential tower and office building, with up to 347 new live-work units, 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room. Of the 347 new live-work units, in compliance with Measure

JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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 Project is subject to the affordability and labor requirements under Measure JJJ, which is further detailed below.

Labor and Affordability

Projects which propose 10 or more residential dwelling units are required to comply with one of the on-site affordability provisions, or one of the alternative options, pursuant to LAMC Section 11.5.11. The Applicant has not confirmed if the live/work units would be rental or for sale units or both. Thus, in compliance with Measure JJJ, the Project has been conditioned to provide the required percentage of affordable units, in accordance with the rental and/or for-sale percentages. If the live/work units are categorized as rental units, pursuant to LAMC 11.5.11(a)(1)(ii), the Project would be subject to affordability Option 1-ii which would require at least five percent of the total units at rents affordable to Extremely Low Income Households and either 6 percent of the total units at rents affordable to Very Low Income Households or 15 percent of the total units at rents affordable to Low Income Households. As conditioned, if the live-work units are designated as rental units, the Project would provide five percent of the total units for Extremely-Low Income Households and 11 percent of the total units for Very Low-Income Households. If the live/work units are categorized as for-sale units, pursuant to LAMC 11.5.11(a)(2)(ii), the Project would be subject to affordability Option 2-ii which would require at least 11 percent of the total units at rents affordable to Very Low Income Households, or 20 percent of the total units at rents affordable to Lower Income Households, or 40 Percent of the total units at rents affordable to Moderate Income Households. As conditioned, if the live-work units are designated as for-sale units, the Project would provide 11 percent of the total units for Very-Low Income Households. Finally, 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.

Further, the Project would be required to demonstrate that at least 30 percent of all respective workforces' construction workers' hours of Project Work to be performed by permanent residents of the City of Los Angeles and 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 Project. Additionally, at least 60 percent of construction workforces employed on the Project are required to be Workers who graduated from a Joint Labor Management apprenticeship training program approved by the State of California; 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; or 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.

Density and Setbacks

As stated above, the Project is requesting a General Plan Amendment to change the land use designation from Heavy Industrial to Regional Center Commercial and a Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]C2-2-RIO. Properties in Regional Center Commercial designations may 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 Project would utilize the R5 area regulations to permit the proposed number of dwelling units. The 94,946 net square-foot Project Site would allow for a maximum density of 475 units. The new 347 live/work units and

retained six live/work units (total 353 live/work units), is thus below the maximum density allowed under the proposed zone and land use designation.

Pursuant to LAMC Section 11.5.11(e), “a Project that provides affordable housing consistent with this Section shall also be entitled to three incentives or concessions specified in California Government Code Section 65915(k) or the applicable Affordable Housing Incentive Program.” As the Project would comply with the LAMC requirements, the Applicant may request three incentives that are generally comparable to by-right and on-menu incentives offered within the Transit Oriented Communities (TOC) program and Density Bonus, the applicable Affordable Housing Incentive Programs. The proposed pedestrian bridge would connect the office building and residential tower, creating one structure and thus, pursuant to LAMC Section 12.14 C.2, the Project would be required to provide a 16-foot side yard setback along the eastern property line. The Project is requesting a development incentive to permit a zero-foot side yard in lieu of the 16 feet otherwise required for residential levels along the eastern property line. Pursuant to LAMC Section 12.14 C, setbacks are not required for commercial uses. However, the C2 Zone defaults to the R4 Zone for residential setbacks, which the first residential level must comply with. The Project is conditioned to permit a zero foot sideyard along the eastern property line and proposes a three-foot setbacks along Violet Street and 7th Place, and a two-and-a-half-foot setback along the west elevation of the Site which abuts a public alleyway.

Floor Area Averaging

The averaging of floor area ratios may be permitted for buildings which comprise a unified commercial or mixed-use development in the C zone, even if buildings on each individual parcel or lot would exceed the permitted floor area ratio. However, the floor area ratio of the unified development, when calculated as a whole, may not exceed the maximum permitted floor area ratio for the height district in which the unified development is located.

The Project Site is comprised of three separate legal lots, as originally proposed in Case No.VTT-74890-CN and development on the lots would result in a 1.55:1 FAR for Lot 1, 3.0:1 for Lot 2, and 7.86:1 FAR for Lot 3, with an average 6:1 FAR for the entire Site. In this instance, floor area averaging would allow the Project to better tailor the residential and office component and its ground-floor footprint to its surrounding neighborhood context. Without the FAR averaging approval, the number of provided residential units would be reduced, contributing less overall to the City’s goals and the Central City North Community Plan’s goal of providing adequate housing for all persons regardless of income, age, or ethnic background. Additionally, the averaging contributes to the provision of commercial space which further supports the Arts District’s evolving neighborhood from a solely industrial and wholesale district, to a community comprised of creative production and light industrial uses and commercial uses, including retail and restaurant uses. Finally, the residential component of the Site would be required to take up a greater portion of the land area of the Site, limiting efforts to maximize open space areas, pedestrian walkability, and public improvements which serve the Project. Therefore, FAR averaging will allow full utility and flexibility of the amenities and uses proposed for the Site and which serve the greater area. Therefore, FAR averaging would allow full utility and flexibility of the uses and design proposed for the Site and would better serve the context of the surrounding community.

Alcohol Sales

The Project proposes the on-site sale of alcohol service within 10 establishments within the restaurants spaces, including outdoor dining areas. The alcohol-sale establishments would follow an established pattern of permitting alcohol sales within commercial and mixed-use projects and in proximity to compatible uses. The proposed services would continue to add to the diversification of commercial activities being conducted in the area and would not adversely affect the surrounding neighborhood.

Site Plan Review

In addition, the Project is subject to Site Plan Review approval as it is a development project which results in a net increase of 347 live-work units and up to 244,063 square feet of non-residential uses.

Environmental Impact Report (EIR)

The City of Los Angeles released the Final EIR, ENV-2017-438-EIR (SCH No. 2018051050), on December 10, 2020 detailing the relevant environmental impacts resulting from the Project. The EIR identified Noise (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) as areas where the Project would result in significant and unavoidable environmental impacts. 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.

On February 23, 2021, the Advisory Agency certified the EIR in conjunction with the approval of Case No. VTT-74890-CN. This decision was appealed by an aggrieved party and is pending decision by the City Planning Commission concurrent with the subject case.

Walkability Checklist

Previously a discussion of Walkability Checklist was included in CPC Staff Reports. The goals of the Walkability Checklist are embedded in the Citywide Design Guidelines which provides guidance and tools for encouraging pedestrian activity, promoting high quality urban form, and place-making within project sites. Therefore, its goals are included in discussion of the Citywide Design Guidelines below.

Citywide Design Guidelines

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Commission policy states that approved projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives, and that the Guidelines may be used as a basis to condition an approved project. The design guidelines focus on three main design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design. These design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including enhancing the quality of the pedestrian experience along the border of the project and public space; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the commercial environment.

Pedestrian-First Design

The Project includes several design elements that meet the Pedestrian-First Design Guidelines including, careful incorporation of vehicle access, and creating active streets and human scale public spaces. The Project currently provides vehicle access along Violet Street and 7th place with one driveway on 7th Place and two driveways along Violet Street. The Project would reduce vehicle access to two driveways, one along the alley for residential parking and the other along Violet placed immediately west of the office pedestrian entrance. Pedestrian access would be

provided from 7th Place, Violet Street and along the alley. As required by the City of Los Angeles Bureau of Engineering, the Applicant would be required to improve 7th Place and Violet Street and install gutters and sidewalks. As shown in the figure below, internal pedestrian access would be provided via a new ground floor public paseo. The public paseo would create a unified development by improving the Site's existing connectivity and allowing pedestrian access from Violet Avenue, 7th Place and the alley. Further, all vehicular parking would be subterranean and entrances to the new mixed-use buildings would be provided from various frontages of the Site. Specifically, the pedestrian entrance to the residential lobby would be located on the southern side of the Site and primary pedestrian access to the office building would be located along Violet Street at the Site's southeast corner. Additionally, access to the retail/restaurant spaces would be provided via several entrances along the paseo system.



View of Ground Floor Paseo entrance on Violet Street

360 Degree Design

In relation to the 360 Degree Design Guidelines, the Project's placement and design of the residential and office uses as well as the ground floor public paseo, ensure that all of the Project's frontages, including internal frontages throughout the Site, would be activated with uses. As shown in the figure below, the proposed eight-story office building would step down to four stories, to mirror the three-story existing buildings on 7th Place. The 36-story residential tower would be located along the western portion of the Site and be furthest away from the LA River. Further, the Project's paseo would allow for increased pedestrian activity along 7th Place and Violet Street and internally through the paseo. The ground floor public paseo would provide access to commercial uses, landscaping, public art and seating for residents, visitors and employees, as well as access to the ground floor community room.



View of Office and Existing Buildings from 7th Place

Climate-Adaptive Design

The Project's design would incorporate energy-efficient design methods and technologies, such as high performance window glazing; passive energy efficiency strategies, such as façade shading, roof overhangs, and porches; high efficiency domestic heaters; and enhanced insulation to minimize solar heat gain. The Project would also include operable windows, shading of unit fenestration through balcony overhangs to prevent excess heat, use of natural light and installation of photovoltaic panels. The Project will comply with the Los Angeles Green Building Code and 15% of the total roof area will be solar ready.

Urban Design Studio Professional Volunteer Program

The Project was presented to the Department of City Planning's Urban Design Studio and Professional Volunteer Program, which acts as a venue for Department of City Planning staff to gather project-specific urban design advice and insight from local architecture professionals. The following issues, concerns, and recommendations were discussed:

Pedestrian-First Design

- Curbside drop off zones along Violet Street are oversized and narrow the sidewalk.
- The Paseo seems narrow and lacks clear sight lines towards the northeast, therefore consider treatments to open this space up.
- Consider programming, lighting, wayfinding, and treatments along the alley which could further promote pedestrian movement.
- Consider landscaping along public streets which relate to the building, as well as highlights the pedestrian entrances.

360 Degree Design

- Consider improving design of the following areas:
 - a. Relationship between the ground floor and floors above in both new buildings.
 - b. Strengthen the office building's architectural theme and create an architectural relationship between the new office building along 7th Place and the historic structure, avoiding mimicry.

Climate-Adapted Design

- Consider alternative massing of the office building to allow for more ground plan, paseo space, required trees and landscaping and smaller floor plates.
- Address the viability and maintenance of landscaping in large planters, including factoring in the building's shade.

Project Design Changes

Based on feedback from PVP and the Urban Design Studio, the Applicant provided the following justification/responses:

Pedestrian-First Design

The Project is providing various public realm improvements such as new sidewalks and street trees to enhance the public realm along the Violet Street frontages. The 12,280 square-foot public paseo would improve overall on-site connectivity and would be programmed to encourage pedestrian activity by adding outdoor seating, public art, bike parking, and one of the residential community rooms that is intended to be used for artists. The Project's signage, and lighting components address strengthening the pedestrian experience, neighborhood identity and visual coherence. Signage would comply with the LAMC sign requirements. In addition, as conditioned, all pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures and 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.

It should be noted that no changes were made to the two drop off-zones along Violet Street, both of which would reduce the sidewalk width. However, the Project has been conditioned to ensure the drop off-zones are removed.

360 Degree Design

Regarding considerations for architectural theme and relationship to existing buildings, the Project Site is generally characterized by one- to three-story buildings. The Project includes a new 36-story residential tower along Violet Street and a new eight-story office building along Violet Street that steps down to four stories along 7th Place to mirror the existing adjacent buildings' height. This creates the appearance of a continuous, but differentiated mass along 7th Place, with bulkier office and residential masses recessed from view.

To strengthen the relationship between the ground floors and floors above, both the office building and residential tower use similar exterior materials of various types of glass and metal. Both buildings utilize white and dark grey frosted glass throughout the upper levels that match the ground floor 20 foot floor to ceiling curtainwall. The office building would be clad in large glass panels and dark grey trim, which creates a transparent appearance from the public right-of-way and helps to minimize the perceived bulk of the structure. The unique cladding and irregular facade design would create visual interest and soften the perceived mass of the building in relation to surrounding utilitarian buildings.

Climate-Adapted Design

Regarding Climate-Adapted design comments, the Project's residential building massing was reconfigured from a large, wide floorplate to a slimmer, tower form to allow for more ground plan, public paseo space, plaza place, and required trees and landscaping. The proposed eight-story

office building design is the result of balancing a number of concerns, including maximizing views of the Los Angeles River for residents and creating passive shading. Narrowing the floor plate of the office and therefore increasing its height would decrease these two benefits, views and shade. The buildings' shade would be considered when selecting a plant palette as well as ensuring the plants can survive in a planter. The size of planters takes into consideration the amount of light accessible given the building's height and configuration.

Public Hearing and Noticing

Comments from identified state, regional and local agencies, and members of the public, on the scope of the EIR were solicited through a Notice of Preparation (NOP) process. The NOP was mailed to owners and occupants within a 500-foot radius of the Project Site and circulated for a 30-day review period starting on May 25, 2018 and ending on June 25, 2018. A public scoping meeting was held on June 14, 2018.

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 Availability (NOA) of the Draft EIR was mailed to owners and occupants within a 500-foot radius of the Project Site, as well as to commenters and interested parties from the NOP, posted on the Department of City Planning website and published in the Los Angeles Times.

On November 25, 2020, a Public Hearing Notice and Notice of Completion and Availability (NOC/NOA) of the Final EIR was distributed to all owners and occupants within a 500-foot radius of the Project Site, as well as to all commenters from the Draft EIR and interested parties and was posted on the Department of City Planning website.

On December 22, 2020, a comment letter was submitted by Mitchell M. Tsai on behalf of the Southwest Regional Council of Carpenters. The letter provided comments on a variety of environmental topics, including air quality, greenhouse gas emissions, public health, land use, vibration, and transportation, and included a technical appendix from Matt Hagemann, P.G., C.Hg. and Paul Rosenfeld Ph.D. of Soil/Water/Air Projection Enterprise (SWAPE). The City has reviewed the letter and provided written responses to all comments, including the technical appendix. The letter and City's responses are available as part of the Project's administrative case file. The City determined that the comments did not result in any new significant environmental impacts or a substantial increase in any of the severity of significant impacts identified in the Draft EIR. Minor adjustments to Air Quality, Greenhouse Gas Emissions, Vibration, and Transportation were further accounted for in the findings included in the Letter of Determination for Case No. VTT-74890-CN. These minor adjustments do not result in any new significant impacts or a substantial increase in the severity of impacts identified in the Draft EIR. As such, in accordance with CEQA Guidelines Section 15088.5, recirculation of the EIR was not required.

On December 23, 2020, a joint public hearing was held by the Deputy Advisory Agency and a Hearing Officer on behalf of the City Planning Commission at 9:30 a.m. using Zoom (see Public Hearing and Communications, Page P-1).

In February 2021, the City published an Errata for the Project, to clarify and make insignificant changes to the EIR regarding a minor clarification between truck trips and truck loads.

On February 23, 2021, the Letter of Decision for Case No. VTT-74890-CN was distributed to all interested parties and to those who signed in at the joint hearing on December 23, 2020. The determination of the Deputy Advisory Agency was appealed.

Finally, a notice was posted at the Project Site on March 29, 2021, 10 days prior to the City Planning Commission Meeting and a public hearing notice for VTT-74890-CN-1A was mailed out to all interested parties and owners and occupants within 500 feet of the Site, on March 15, 2021.

Issues

Industrial Land Use Policy (ILUP)

The City's Industrial Land Use Policy (2007) was conducted by the Department of City Planning and the Community Redevelopment Agency Los Angeles Chapter (CRA/LA) staff to re-evaluate the viability of the City's industrial districts, particularly those areas experiencing the greatest pressure to convert to other uses, including industrial districts located in the Central City, Central City North, Boyle Heights, South Los Angeles, Southeast Los Angeles, Hollywood, Wilshire and West Los Angeles Community Plan Areas. The City of Los Angeles established a policy to preserve and retain industrial land for job projecting uses with a memorandum giving direction through the ILUP. The City Planning Commission approved the ILUP, but it was never formally presented to the City Council for consideration or adoption.

The Project Site is located in the Alameda Employment Protection District, described as "Areas where industrial zoning should be maintained. Residential uses in these Districts are not appropriate." More specifically, the Project Site is also located within Alameda Analysis Area 5 of the ILUP. The ILUP Map for Analysis Area 5 shows that the Project Site land use at the time was predominantly light industrial; currently the Project Site is comprised of live-work units, and office, retail, restaurant, and warehouse uses. In addition, the City has recently issued permits for the conversion of approximately 5,055 square feet of existing retail and warehouse uses to restaurant uses.

Thus, the Project Site is no longer being utilized for industrial related purposes, as it currently incorporates residential live/work, office, retail, and restaurant uses. While the Project does not preserve the industrial land use designation, it does expand opportunities and housing through a cluster of uses and is being implemented in an area where comparable uses currently exist, and which satisfies the need for new housing, office and commercial uses, and updated/renovated industrial uses that will support the growth of the Arts District. The Project is consistent with and would complement the land use patterns and uses in the immediate area, which is developed with a variety of commercial, residential, and live/work uses on properties zoned for industrial uses. The 2.2-acre Project Site is also not well-suited for modern large-scale industrial operations, and the site is no longer being fully utilized for industrial related purposes. Therefore, the Project would not conflict with the policies of the ILUP.

Further, the Project site is proposed to be designated "Hybrid Industrial (HI)" under the Draft DTLA 2040 Plan. According to the Draft DTLA 2040 Plan, Hybrid Industrial areas preserve productive activity and prioritize space for employment, including light industrial, commercial, and office, with selective live-work or residential uses. As such, the Project's proposed uses that would be permitted by the proposed General Plan Amendment and Vesting Zone Change are generally consistent with the overarching vision of both the adopted Community Plan and the draft community plan update.

The Project proposes to change the land use designation from Heavy Industrial to Regional Center Commercial, and the corresponding zoning designation from M3 to C2 to allow a broader range of uses that would help stimulate economic growth, resulting in the creation of jobs and housing without being out of character with the surrounding area. The Project proposes 347 new live/work units, of which five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units

(up to 39 units) would be set aside for Very Low-Income Households or 11 percent of the total proposed for-sale units (up to 39 units) would be set aside for Very Low Income Households.

The proposed new units and affordable housing component would address the City's housing needs while also serving to provide housing for those who work in the area. Adding office, retail and restaurant uses would provide a compatible and complementary set of residential, commercial, and productive job-producing uses in keeping with the uses located in the immediately surrounding area. While the Project does not preserve the industrial zoning, it does preserve the productive uses that create jobs and economic development and is being implemented in an area and on a site where similar uses currently exist, and which satisfies the need for new housing, office and commercial uses. Although the proposed residential use would be located within an area currently designated and zoned for heavy industrial uses, the Project Site currently includes live/work residential uses, and the immediate vicinity includes existing residential uses located on land that is designated and zoned for industrial uses but have received Zoning Administrator determinations or ministerial permits through the adaptive reuse ordinance to operate. Existing residential uses in proximity to the Site include the Amp Lofts located 695 South Santa Fe Avenue and the Walnut Building located at 691 Mill Street as well as three residential buildings to the north across 7th Place.

Open Space Residential Amenities

As described earlier, the residential open space amenities including a pool deck, fitness deck and children's playground would be located on the rooftop or Floor 8 of the office building. Residents would be able to access these amenities by using the pedestrian bridge located on Floor 11 of the residential tower. Conversely, the rooftop amenities would also be accessed by the residents via the office elevator using a keycard. The Project has been conditioned to ensure access to these amenities for residents, and that open space requirements are met.

Conclusion

The 2143 Violet Street Project results in a development that would provide 347 new live/work residential units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. Thus, the 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 Project's beneficial and complementary mix of uses, design, location, and other features would be complementary with the surrounding neighborhood, and would not adversely affect public health, welfare, and safety. Furthermore, overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify its adoption. Based on the information submitted, the testimony received at the public hearing, the analysis in the EIR, and the whole of the record, staff recommends that the City Planning Commission adopt and approve the Project as conditioned herein.

CONDITIONS FOR EFFECTUATING [T] TENTATIVE CLASSIFICATION REMOVAL

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

Dedications/Improvements and Responsibilities/Guarantees.

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

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Street Dedications and Improvements shall be provided to the satisfaction of the City Engineer.
3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.
4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.
5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.
6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.
7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05.N to the satisfaction of the Department of Telecommunications.
8. **Recreation and Park Fees.** Payment of the Quimby fee shall be based on the C2 Zone and be paid prior to the recordation of Final Tract map. The application for Vesting Tentative Tract Map No. 74890-CN was deemed complete on February 13, 2017.
9. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.
10. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

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

[Q] QUALIFIED CONDITIONS

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

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit A, dated March 26, 2021. No change to the plans will be made without prior review by the Department of City Planning, 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. The Project shall be constructed in a manner consistent with the following:
 - a. A maximum of 353 live-work residential units;
 - b. A maximum 926 square-foot community room;
 - c. A maximum of 244,063 square feet of office and commercial uses; and
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. **Affordable Housing.** Prior to the issuance of a permit, projects of 10 or more dwelling units shall submit proof of compliance with the Affordable Housing provisions of Los Angeles Municipal Code Section 11.5.11.
 - a. **For Rental.** In accordance with LAMC, the Project shall set aside a minimum of 11 percent of its total dwelling units (39 units) for Very Low Income Households and a minimum of five percent of its total dwelling units (18 units) for Extremely Low Income Households if developed as a Rental Project.
 - b. **For Sale.** The Project shall set aside a minimum of 11 percent of its total dwelling units (39 units) for Very Low Income Households if developed as a For Sale Project.
 - c. **For Sale and Rental.** 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.
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units shall be consistent with LAMC Section 11.5.11.
5. **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.
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 39 dwelling units available to Very Low Income Households and 18 units for Extremely Low Income Households (for rental) or 39 dwelling units available to Very Low Income Households (for sale) as determined to be affordable to such households by HCIDLA 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 HCIDLA. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file.

7. **Pedestrian Paseo.** A minimum 12,280 square foot ground floor publicly accessible landscaped paseo shall provide public access from Violet Street to 7th Place, as shown in Exhibit A - Project Plans, dated March 26, 2021. The pedestrian paseo shall remain open to the public during business hours.

CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 11.5.11, 12.24 W.1, 12.24 W.19 and 16.05, the following conditions are hereby imposed upon the use of the subject property.

Measure JJJ Conditions

1. **Housing Requirements.** Prior to the issuance of a building permit, the Applicant shall provide a copy of the Project's AB 2556 Determination Letter to the Department of City Planning. The Applicant shall comply with all Los Angeles Housing and Community Investment Department (HCID) requirements in accordance with the Project's AB 2556 determination.

Conditional Use Permit for Floor Area Averaging Conditions

2. **Floor Area Ratio.** The Floor Area Ratio (FAR) of the Project shall be limited to a maximum of 6:1 or 569,448 square feet (including new and existing floor area) averaged across the site.
3. **Unified Development.** The applicant shall guarantee to continue the operation and maintenance of the development as a unified development, as defined in LAMC 12.24-W.19, and shall guarantee the continued maintenance of the unifying design elements such as driveways, pedestrian pathways, publicly accessible open space areas, and parking areas, as depicted in Exhibit A - Project Plans, dated March 26, 2021.
4. **Covenant.** The Applicant shall file a covenant running with the land with the Department of Building and Safety prior to the issuance of any building permits. The covenant shall include:
 - a. A guarantee to continue the operation and maintenance of the development as a unified development;
 - b. Shall indicate the floor area and, if applicable, density used on each parcel and the floor area and, if applicable, density potential, if any, that would remain;
 - c. Shall guarantee the continued maintenance of the unifying design elements; and
 - d. Shall specify an individual or entity to be responsible and accountable for this maintenance and the fee for the annual inspection of compliance by the Department of Building and Safety, required pursuant to LAMC Section 19.11.

Conditional Use Permit for Alcohol Conditions

5. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
6. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit A dated March 26, 2021, except as may be revised as a result of this action.
7. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

8. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.
9. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Zoning Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
10. Authorized herein is the sale and dispensing and consumption of a full line of alcoholic beverages for on-site consumption, in conjunction with the 10 ground floor restaurants.
11. Main Plan Approval (MPA) Requirement. Each individual venue shall be subject to a Main Plan Approval (MPA) determination pursuant to Section 12.24-M of the Los Angeles Municipal Code in order to implement and utilize the Main Conditional Use authorization granted. The purpose of the Main Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. The Zoning Administrator may impose more restrictive or less restrictive conditions on each individual tenant at the time of review of each Plan Approval application.
12. MPA Public Hearing Requirement. A public hearing for any Main Plan Approval (MPA) request may be waived at the discretion of the Chief Zoning Administrator.
13. Notwithstanding approved Exhibit A dated March 26, 2021 and the Conditions above, this grant recognizes that there may be changes resulting from identified tenants, which may result in smaller or larger restaurants, different locations, and/or a reduced number of restaurants than those originally proposed and identified in Exhibit A. Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior floor areas, maximum interior and exterior seating numbers, maximum (total) number of establishments authorized under this grant, and the maximum number of establishments approved for each type of grant in the Conditions above are not exceeded. The sale and dispensing of beer and wine may be provided in lieu of a full line of alcoholic beverages at any of the establishments approved for a full line of alcoholic beverages (but not the reverse), provided that the maximum (total) number of establishments authorized for alcoholic beverages is not exceeded, and subject to all other conditions of this grant.
14. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.
15. There shall be no Adult Entertainment of any type pursuant to LAMC Section 12.70.
16. A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.

17. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.
18. The Applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her/their control to assure such conduct does not adversely affect or detract from the quality of life for adjoining residents, property owners, or business.
19. Loitering is prohibited on the premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.
20. At least one on-duty manager with authority over the activities within the facility shall be on the premises during business hours. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements and the conditions imposed by the Department of Alcoholic Beverage Control (ABC) and the conditional use herein. Every effort shall be undertaken in managing the subject premises and the facility to discourage illegal and criminal activities and any exterior area over which the building owner exercises control, in effort to ensure that no activities associated with such problems as narcotics sales, use or possession, gambling, prostitution, loitering, theft, vandalism and truancy occur.
21. The Applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.
22. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
23. The 10 ground floor establishments within the residential tower and office building shall be maintained as a bona fide eating places (restaurants) with an operational kitchen and shall provide a full menu containing an assortment of foods normally offered in such restaurants. Food service shall be available at all times during operating hours. The establishment shall provide seating and dispense food and refreshments primarily for consumption on the premises and not solely for the purpose of food takeout or delivery.
24. No Conditional Use for dancing has been requested or approved herein. Dancing is prohibited without the subsequent approval of a Conditional Use for dancing.
25. The owner or the operator shall comply with California Labor Code 6404.5 which prohibits the smoking of tobacco or any non-tobacco substance, including from electronic smoking devices or hookah pipes, within any enclosed place of employment.
26. All deliveries shall be made in the loading areas along the alleyway and/or along Violet Street. No loading or unloading of deliveries shall be permitted along 7th Place.

27. Trash pick-up, compacting, loading and unloading and receiving activities shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday. No deliveries or trash pick-up shall occur on Sunday.
28. The outside disposal of glass bottles and containers shall only occur between the hours of 7:00 a.m. to 6:00 p.m.
29. **MViP – Monitoring Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per L.A.M.C Section 19.01-E,3 - Monitoring of Conditional Use Permits, Inspection, and Field Compliance for Review of Operations and Section 19.04 - Miscellaneous ZA Sign Offs shall be paid to the City.
 - a. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file.
 - b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.
30. Should there be a change in the ownership and/or the operator of the business, the property owner and/or the business owner or operator shall provide the prospective new property owner and the business owner or operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective property owner and/or business owner/operator shall be submitted to the Department of City Planning in a letter from the new property owner and/or business owner or operator indicating the date that the new property owner and/or business owner or operator/management began and attesting to the receipt of this approval and its conditions. The new property owner and/or business owner or operator shall submit this letter to the Department of City Planning within 30 days of the beginning day of his/her/their new operation of the establishment along with any proposed modifications to the existing floor plan, seating arrangement or number of seats of the new operation.
31. At any time during the period of validity of this grant, should documented evidence be submitted showing continued violation of any condition of this grant and/or the ABC license of the location, resulting in an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator (Upon his/her/their initiative, or upon written request by LAPD or Department of ABC) reserves the right to call for a public hearing requiring the applicant to file for a plan approval application together with associated fees pursuant to LAMC Section 19-01-E, the purpose of which will be to review the applicant's compliance with and the effectiveness of these conditions. The applicant shall prepare a radius map and cause notification to be mailed to all owners and occupants of properties within a 500-foot radius of the property, the Council Office and the Los Angeles Police Department's corresponding division. The applicant shall also submit a summary and any supporting documentation of how compliance with each condition of this grant has been attained. Upon this review, the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

Site Plan Review Conditions

32. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature on the plans, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit A dated March 26, 2021, as approved by the City Planning Commission.
- a. **Pick-Up/Drop-Off.** Exhibit A shall be revised to remove the two sidewalk cut outs associated with the drop-off zones along Violet Street.
 - b. **Public Paseo.** The public paseo shall in substantial conformance with Exhibit A dated March 26, 2021. The paseo shall remain open and accessible to the public during business hours, seven (7) days a week. No motorized vehicles shall be permitted, except for emergency vehicles used during an emergency. The paseo area will be maintained in good condition for the life of the Project.
 - c. **Pedestrian Bridge.** Notwithstandaing LAMC Section 12.21 A.21(e), the Project's residential uses shall substantially conform to Exhibit A dated March 26, 2021 and shall not be limited to the floors above the Project's pedestrian bridge.
33. **7th Place Frontage.** The Project's eight story office building shall be constructed in conformance with Exhibit A dated March 26, 2021, and shall be a maximum of four stories along 7th Place, consistent with the building height of adjacent structures along 7th Place.
34. **Parking.**
- a. **Vehicle Parking.** The minimum number of residential and commercial automobile parking spaces shall be provided as required by LAMC Section 12.21 A.4(a), (i), and (p). Up to 30 percent of the required automobile parking for commercial uses and 15 percent of the of the required automobile parking for residential uses may be replaced by bicycle parking at a ratio of one vehicle parking space for every four bicycle parking spaces provided.
 - b. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
 - c. **Electric Vehicle Parking.** The All electric vehicle charging spaces (EV spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
 - d. Prior to the issuance of a building permit, the driveway and parking plan shall be submitted for review and approval to the Department of Transportation.
35. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A dated March 26, 2021. Minor deviations from the requirements provided below may be permitted by the Department of City Planning to permit the existing landscaping conditions provided that the plantings are well established and in good condition.
36. **Trees.** The Applicant shall provide a minimum of 123 trees on-site and street trees along 7th Place and Violet Street to the satisfaction of Urban Forestry Division of the Bureau of Street Services .

a. **Tree Wells.**

- i. The minimum depth of tree wells shall be as follows:
 1. Minimum depth for trees shall be 42 inches.
 2. Minimum depth for shrubs shall be 30 inches.
 3. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
 4. Minimum depth for an extensive green roof shall be three inches.
- ii. The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:
 1. 220 cubic feet for a tree 15 - 19 feet tall at maturity.
 2. 400 cubic feet for a tree 20 - 24 feet tall at maturity.
 3. 620 cubic feet for a medium tree or 25 - 29 feet tall at maturity.
 4. 900 cubic feet for a large tree or 30 - 34 feet tall at maturity.
- b. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.
- c. 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.

37. **Signage.**

- a. All signage shall be limited to what is permissible under the Los Angeles Municipal Code.
- b. There shall be no off-site commercial signage on construction fencing during construction.

38. **Art Mural.** The proposed art murals shall be in compliance with the conceptual plans stamped as Exhibit A dated March 26, 2021 and with all applicable City regulations, pursuant to Section 22.119 of the Los Angeles Administrative Code and including approval from the Department of Cultural Affairs.

39. **Lighting.**

- a. 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.
- b. 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.
- c. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures.
- d. Lighting 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.

40. **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.
41. **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.
42. **Construction Generators.** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.
43. **Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.
44. **Trash/Storage.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
 - a. Trash receptacles shall be enclosed and/or covered at all times.
 - b. Trash/recycling containers shall be locked when not in use.
45. **Solar Power.** The Project shall comply with the Los Angeles Green Building Code and ensure that 15 percent of the total roof area will be solar ready. Solar panels may be installed on all rooftop areas and/or rooftop decks with the exception of areas occupied by rooftop mechanical equipment.
46. **Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.
47. **River Improvement Overlay.** The project shall comply with the River Improvement Overlay (RIO) requirements set forth in LAMC Section 13.17. RIO approval shall be obtained prior to the issuance of Building Permits.
48. **Open Space.** The Project shall provide open space as follows:
 - a. A minimum of 65,641 square feet of residential open space shall be provided, in substantial conformance with the landscape plans stamped Exhibit A, dated March 26, 2021.
 - b. All residents of the Project shall have access to all residential open space amenities included in both the residential tower and office building side.
49. **Building Height.** Building height shall be limited to a maximum height of 425 feet for the new residential building and 131 feet (along Violet Street) for the new office building, consistent with Exhibit "A", dated March 26, 2021.
50. **Residential Ground Floor Community Room.** The Project's 926 square feet community room located in the office building ground floor shall not be permitted to be used as a commercial space.
51. Prior to the issuance of the building permit, a copy of the letter of decision for Case No.VTT-74890-CN shall be submitted to the satisfaction of the Development Services Center.

52. **Traffic Signal Warrant Analysis.** 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 of Violet Street or Santa Fe Avenue, then the Applicant would be responsible for the full cost to design and install the new signal.
53. **Development Review Fees.** Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The Applicant shall comply with any applicable fees required by the City of Los Angeles Department of Transportation

Environmental Conditions

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

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

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

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including

CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

57. Tribal Cultural Resource Inadvertent Discovery. In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:
- a. Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning.
 - b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
 - c. 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 conclude that the tribe's recommendations are reasonable and feasible.
 - d. The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
 - e. If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, 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.
 - f. 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 a culturally affiliated tribal monitor and determined to be reasonable and appropriate.

- g. 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.

Administrative Conditions of Approval

58. **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.
59. **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.
60. **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.
61. **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.
62. **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.
63. **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.
64. **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.
65. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
 - a. 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.

- b. 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.
 - c. 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).
 - d. 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).
 - e. 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.
66. 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.
67. The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

General Plan/Charter Findings

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

1. General Plan Land Use Designation.

The Project Site is located within the Central City North Community Plan, which was adopted by the City Council on December 15, 2000. The subject property is comprised of sixteen contiguous lots, totaling 96,523 square feet (2.2 acres) in size. The Community Plan currently designates the Project Site for Heavy Industrial land uses, corresponding to the M3 Zone. The Site is presently zoned M3-1-RIO, consistent with the range of zones under the land use designation.

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

2. General Plan Text

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

Framework Element.

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

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 support the above goal, objectives and policy of the Framework Element through the provision of a complementary mix of uses on site, including the construction of a new mixed-use development, comprised of a residential tower and office building, with up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. Further, the Project would retain five of the seven existing on-site buildings, including six existing vacant live-work units, and the new mixed-use development would be focused on the underutilized portion of the Site that provides surface parking.

The commercial and residential uses would be located in close proximity to public transit, including multiple local and regional bus lines, several of which provide connections to the Pershing Square and 7th Street Metro Center. 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. Thus, the proposed uses would be appropriately located on an infill site in the Arts District evolving neighborhood, placing future residents, employees and visitors near existing commercial and residential activity centers at the neighborhood and regional level, with access to multiple local and regional bus lines, several of which provide connections to Downtown subway stations including Pershing Square and 7th Street/Metro Center.

INDUSTRIAL LAND USE. *Definition: It is the intent of the General Plan Framework Element to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents... some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land*

uses. Where such lands are to be converted, their appropriate use shall be the subject of future planning studies. Policies provide for the consideration of a broader array of uses within the industrial zones than has traditionally been acceptable to facilitate the clustering of uses.

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

- a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified Site that will support viable industrial development;*
- b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;*
- c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;*
- d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;*
- e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;*
- f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;*
- g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or*
- h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.*

The proposed General Plan Amendment would change an industrial land use to a commercial land use designation. The Regional Center Commercial land use designation would allow for the development of new residential uses on the Project Site. As indicated in the Economic Development Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be the subject of future planning studies. This is satisfied in several ways.

First, the entire project approval process, including the CEQA process, the entitlement process, and the various points therein for public comment form a planning study themselves. The CEQA process included an Environmental Impact Report, which assessed the surrounding land uses, as well as an analysis of the proposed land use in relation to the General Plan and the CEQA Guidelines threshold for land use compatibility. The entitlement process further analyzed in detail the Goals and Policies of the General Plan and demonstrated that the Project met the overall intent of the General Plan. As demonstrated therein, the land use pattern in the immediate neighborhood of the subject property has evolved from its historic industrial and manufacturing uses to light industrial and manufacturing uses and new technologies along with compatible and complementary non-industrial uses including residential, creative office, and related retail / cultural / entertainment uses, reflecting larger employment and economic trends.

Second, in or about 2007, the Department of City Planning Department and Community Redevelopment Agency formulated an Industrial Land Use Policy (ILUP) that was intended to preserve certain industrially-zoned land in the City for industrial use. The ILUP addressed multiple areas of the City, among them the "Greater Downtown," which would encompass the

Project Site. The Project Site is located within Analysis Area 5 of the ILUP. The ILUP Map for Analysis Area 5 shows that the Project Site land use at the time was predominantly residential and light industrial. Today the Site is comprised of live-work units, and office, retail, restaurant, and warehouse uses. In addition, the City has recently issued permits for the conversion of approximately 5,055 square feet of existing retail and warehouse uses to restaurant uses. The Project Site is no longer being fully utilized for industrial-related purposes, as it currently incorporates residential live/work, office, retail, and restaurant uses.

Since 2008, several other planning and policy studies have been undertaken involving industrial land use policy. For example, since 2014, the City began undertaking DTLA 2040, which involves an update of the Central City and Central City North Community Plans and would modify the land use designations and zoning for Downtown Los Angeles. DTLA 2040 is currently in the environmental review process. The Project Site is proposed to be designated "Hybrid Industrial (HI)" under the DTLA 2040 Draft Plan. According to the Draft Plan, Hybrid Industrial areas preserve existing structures that characterize the existing unique form and development patterns, promote productive, creative, manufacturing, fabrication, and light industrial uses, encourage the development of live-work units, and support walkable neighborhoods with active and livable pedestrian realm.

The Project is proposing re-designation of industrial land. However, development of the Project would not result in a fragmented pattern of development because it would not physically divide an established community. Specifically, the surrounding urban environment includes retail, restaurant, a hotel, and office uses, as well as a recycling center and distribution facility contained in low-rise and mid-rise buildings of widely varying age. The immediate vicinity includes existing residential uses located on land that is designated and zoned for industrial uses. One of the residential uses across the site specifically received a Zoning Administrator determination through the adaptive reuse ordinance to operate. The residential uses close to the Project Site include the three-story Loft 726, located northwest at 726 S Santa Fe Avenue, and the two-story joint live work condos, located to the north at 2135 East 7th Place. To the immediate west of the Project Site is a coffee shop and roaster, a frozen food manufacturer, a shoe supplier, and a metal foundry. The Ford Factory building is located west at 777 South Santa Fe Avenue which is the offices of Warner Music Group. Given this mix of immediately adjacent uses, the conversion of industrial lands to a mix of live-work residential, office and commercial spaces, will be compatible and complementary, and will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses. Additionally, development of the Project would therefore not result in a fragmented pattern of development.

According to the Central City North Community Plan, there are 914 acres planned for industrial use (approximately 45.5 percent of the 2,010 acre total) in the Community Plan area. The Project Site comprises 2.2 acres or approximately 0.2 percent of the industrially-zoned land in the Community Plan area. The Project would result in an increase of 946 net new employees onsite and would generate substantial ongoing revenue to the City in the form of sales and property taxes. Therefore, the Project would not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or cause the City to incur adverse fiscal impacts. Furthermore, for this specific site, based on the immediately surrounding uses, the Project Site's smaller 2.2-acre parcel, and the Project's retention of five existing buildings, the Project Site is not suited to a large-scale industrial operation. Therefore, the Project would not conflict with this policy.

In sum, the Project is consistent with the directions relative to industrial land set forth in the Framework Element in that it will provide for a mix of job-producing uses that are allowed for in industrial zones, along with the careful introduction of live-work uses, as is recognized in the adopted Central City North Community Plan and the DTLA 2040 Draft Plan. The proposed

uses are compatible with and complement the existing mix of industrial, live-work, arts production, and retail uses within the immediately surrounding area.

Chapter 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.*

As proposed, the Project would provide 347 live-work units, including one, two, and three-bedroom units. The Applicant has requested a Developer Incentive to permit 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. If the Developer Incentive were not approved, the number of live-work units would be reduced, contributing less overall to the City's goals and the Central City North Community Plan's goal and objective of providing an equitable distribution of housing type and cost, as well as developing incentives that encourage the production of various types of housing. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. Thus, the Project would provide a range of housing opportunities by type and cost and would support the production of an adequate supply of housing. The Project would be located within an infill area in proximity to employment centers, entertainment, and amenities within the Arts District neighborhood, and would provide the future residents with convenient access to employment centers and commercial uses. The Project would not encroach on low-density residential neighborhoods.

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 citywide scales.*

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 the walkability and livable pedestrian realm. The Project proposes to add sidewalks, landscaping, lighting, street trees, and would introduce a 12,280 square-foot ground floor public paseo that would provide a new connection between 7th Place and Violet Street, as well as the alleyway west of the Project Site. The residential tower and office building would include ground floor commercial uses and the office building would provide a 926 square-foot community room. Additionally, all vehicle parking would be located in a six-story subterranean parking garage and short-term bicycle parking would be located along the ground floor paseo and long-term bicycle parking would be located on the first level of parking.

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 Site with a mixed-use development comprised of 347 new live-work units, 187,374 square feet of new office space, and 21,858 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, and office, retail, restaurant, and warehouse uses. In addition, the City has recently issued permits for the conversion of approximately 5,055 square feet of existing retail and warehouse uses to restaurant uses.

The Project would provide for a mix of job-producing uses that are permitted in industrial zones, along with the careful introduction of live-work units, as is recognized in the adopted Central City North Community Plan and DTLA 2040 Draft Plan. The Project would provide a balance of uses that provides for productive commercial development including office, retail, and restaurant uses that would result in an increase of 946 net new on-site jobs and would generate substantial 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 immediately surrounding area. The development is located within an infill area in proximity to employment centers, entertainment, and amenities within the Arts District neighborhood. The Project would not encroach on low-density residential neighborhoods. Access to public transit is provided throughout Downtown, including the 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.

While the Project is not consistent with Policy 7.2.8, which speaks to retaining the current manufacturing and industrial land use designations, the Project is retaining job-producing uses as well as existing commercial uses that would sustain economic growth and a robust commercial base, is being implemented in an area where similar uses currently exist, is developing an underutilized portion of the Site (which currently is a surface parking area), and satisfies numerous other policies with the provision of new housing and productive commercial uses within proximity to existing activity centers and transit.

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

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

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

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 347 new live-work units, 187,374 square feet of office space, and 21,858 square feet of commercial space to be used for retail and restaurants, thus supporting a City with thriving and expanding businesses. These commercial activities would be sited in proximity to existing residential and employment centers in the nearby Downtown Center, as well as to the proposed residential uses on-site and within walking distance to existing residential buildings nearby, such as the Amp Lofts (695 South Santa Fe Avenue) and Walnut Building (691 Mill Street). The proposed mix of productive uses would support the goal of a City with a renewed and enhanced base of expanding businesses in a manner that is complementary to the existing mix of uses which would be retained on-site and in the immediately surrounding area.

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.*

As recommended, the Regional Center Commercial land use designation and C2 Zone would enable the redevelopment of the Site with 347 new live-work units, including one, two, and three-bedroom units. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. Thus, the Project would provide a range of housing opportunities by type and cost and would support the production of an adequate supply of housing. By enabling

the construction of a supply of both market-rate and covenanted affordable housing in proximity to jobs and services, the Project would be consistent with the above listed goal, objective and policy of the Framework Element.

Housing Element.

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City's housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City's housing and growth strategy. The Project would be in conformance with the objectives and policies of the Housing Element as described below.

Goal 1:	Housing production and preservation.
Objective 1.1	Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.
Policy 1.1.2:	Expand affordable rental housing for all income groups that need assistance.
Policy 1.1.3:	Facilitate new construction and preservation of a range of different housing types that address the particular needs of the City's households.
Goal 2:	Safe, Livable, and Sustainable Neighborhoods.
Objective 2.1:	Promote safety and health within neighborhoods.
Objective 2.3:	Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.
Policy 2.3.3:	Promote and facilitate the reduction of energy consumption in new and existing housing.

As recommended, the Regional Center Commercial land use designation and C2 Zone would enable the redevelopment of the Site with 347 new live-work units, including one, two, and three-bedroom units. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. Additionally, the Project would retain six of the 10 existing vacant live-work units. As such, the Project would support goals and objectives to provide an adequate supply of a range of housing types and affordability levels, to meet current and projected needs.

Additionally, the Project would incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen, which would reduce energy and water usage, reducing greenhouse gas emissions. The Project would also be required to comply with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and stormwater reuse. Sustainability features that would be incorporated into the Project would include, WaterSense-labeled plumbing fixtures, weather-based

controller and drip irrigation systems, and water-efficient landscape design, to promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and 15% of the total roof area will be solar ready. Furthermore, as conditioned in compliance with Code requirements, a minimum of 30 percent of the total code-required parking spaces will be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total code-required parking spaces will be equipped with EV chargers.

Mobility Plan 2035.

The Mobility Element of the General Plan is not likely to be affected by the recommended action herein. The Project, with the requested General Plan Amendment and Vesting Zone Change, proposes to construct a new 36-story residential tower and 8-story office building connected via a pedestrian bridge abutting an alleyway between 7th Place and Violet Street. 7th Place and Violet Street are designated as a Collector Streets by the Mobility Plan. Bureau of Engineering is requiring three-foot dedications on 7th Place and Violet Street, consistent with the Collector Street standards, and a 2.5-foot dedication along the alley. The Project would be required to dedicate and improve the public right-of-way to the satisfaction of the Bureau of Engineering in accordance with the [T] Conditions.

Health and Wellness Element and Air Quality Element.

Policy 5.1 and 5.7 of the Plan for a Healthy LA, the Health and Wellness Element, and Policy 4.2.3 of the Air Quality Element are policy initiatives related to the reduction of air pollution and greenhouse gases. The Project would comply with applicable provisions of the CALGreen Code and the Los Angeles Green Building Code, which will serve to reduce the Project's energy usage. Furthermore, as conditioned and in compliance with Code requirements, a minimum of 30 percent of the total code-required parking spaces will be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total code-required parking spaces will be equipped with EV chargers. Additionally, energy related sustainability features that would be incorporated into the Project include use of Energy Star-labeled appliances and rooftop solar. The Project will comply with the Los Angeles Green Building code and 15% of the total roof area will be solar ready. As conditioned, the Project would be consistent with the aforementioned policies, as well as Policy 5.1.2 of the Air Quality Element, by ensuring that future developments are energy efficient and shift to efficient and non-polluting sources of energy. The solar-panel roof space and EV-parking are also good zoning practices because they provide a convenient service amenity to the occupants or visitors who utilize electricity on site for other functions. As such, the Project provides service amenities to improve habitability for future residents of the Project and to minimize impacts on neighboring properties. Taken together, the conditions would provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and the City.

Land Use Element – Central City North Community Plan.

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

Residential

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

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

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

Policy 1-3.1: 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 support the above housing-related objectives and policies of the Community Plan through the provision of 347 new live-work units and the retention of six existing on-site live-work units. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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 live-work units would include space for productive work activities, and include a mix of one, two and three-bedroom units of varying sizes. As a result, the Project would develop new housing to meet the diverse economic and physical needs of the existing and projected future population of the Community Plan Area, preserve a majority of the existing on-site live-work units, and would promote individual choice in the available type, quality, and price of housing. These new units would be provided within the proposed C2 Commercial Zone. By providing 347 new units on a Site that currently contains 10 live/work units, the Project would increase the housing stock.

The Project would locate new housing in an area that is accessible to existing and proposed services and facilities, reducing the number and length of vehicular trips. The area surrounding the Project Site is urbanized and is characterized by a mix of office, industrial, commercial, retail, and residential uses contained in low-rise and mid-rise buildings of varying age. The development is located within an infill area in proximity to employment centers, entertainment, and amenities within the Arts District neighborhood. The range of uses in the immediately surrounding area, proximity to the Downtown core and public transportation, including several regional and local bus lines and bike/share hubs, would reduce vehicular trips and facilitate the accessibility of services and employment centers to the future residents, employees, patrons, and guests of the Project.

The Project would include the construction of a new mixed-use development, comprised of 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. 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 residential tower would be located on the southwest portion of the Site and the office building would be located on the eastern portion of the Site, with frontage along Violet Street and 7th Place. Further, while the office building would be eight stories tall along Violet Street, the proposed building would step down to four-stories and a maximum height of 36 feet along 7th Place, creating the appearance of a continuous one-to-three-story façade along 7th Place, with the taller eight and 36-story buildings recessed from view. The proposed 36-story residential tower would be taller than other buildings in the immediate surrounding area, however the Project would be consistent with the Arts District evolving neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes proposed projects such as 670 Mesquit with a 32-story tower and 6AM with a 58-story tower. 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.

Industrial

Goal 3: Sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and the work force and which have minimal adverse impact on adjacent uses.

Objective 3-1: To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

Objective 3-2: Encourage the continued development and maintenance of the artists-in-residence community in industrial areas of the proposed redevelopment plan areas and of the plan, as appropriate.

Policy 3-2.1: Support the existing artists-in-residence in Central City North as a cultural resource for the community.

Objective 3-3: To retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.

The Project would support the Community Plan's overall goals, objectives and policies relative to commercial and industrial land uses. The Project's retention of five existing on-site commercial and residential buildings, as well as the new 347 live-work units, 187,374 square feet of new office space, 21,858 square feet of new commercial space to be used for retail and restaurants would strengthen viable commercial development, provide opportunities for new commercial development and services, and 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 Center, as well as to existing nearby residential uses located throughout the Arts District neighborhood. 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. Additionally, the Project would create an inviting pedestrian environment through the provision of a 12,280 square foot ground floor paseo that would be activated with a variety of seating and planters, display areas for public art, and lighting.

According to the Central City North Community Plan, there are 914 acres planned for industrial use (approximately 45.5 percent of the 2,010 acre total) in the Community Plan area. The Project Site comprises 2.2 acres or approximately 0.2 percent of the industrially-zoned land in the Community Plan area. The Project would result in an increase of 946 jobs onsite via office, retail and restaurant use that would generate substantial ongoing revenue to the City in the form of sales and property taxes. Therefore, the Project would not adversely impact the ability of the Community Plan Area to provide sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and the work force and which have minimal adverse impact on adjacent uses. Furthermore, for this specific site, based on the immediately surrounding uses, the retention of existing buildings, and the Project Site's 2.2-acre parcel, the Project Site is not well-suited to a large-scale industrial operation, and is no longer fully used for industrial purposes, as it currently incorporates live-work units as well as retail, office and restaurant use.

Furthermore, the Community Plan states that "the industrial sector is characterized by smaller parcels, piecemeal development, and substandard streets, restricting the potential for site

expansion required by newer industries. In spite of these disadvantages, the industrial sector needs to be encouraged and protected, and “attempts should be made to attract new employment generating industries.” The Project’s provision of productive, employment-generating uses would support this intent.

Although in order to provide the new 347 live-work residential units the Project would not retain the current industrial land use designation, the Project is retaining job producing uses that will maximize employment opportunities which are safe for the environment and the work force and which have minimal adverse impact on adjacent uses. Specifically, the surrounding uses include retail, restaurant, a hotel, and office uses, as well as a recycling center and distribution facility contained in low-rise and mid-rise buildings of widely varying age. The Ford Factory used by the Warner Music Group is also located within a block to the west of the Project Site. The proposed uses are compatible with and complement the existing mix of industrial, live-work, arts production, and retail uses within the immediately surrounding area. The Project would result in an increase of 946 jobs onsite and would generate substantial ongoing revenue to the City in the form of sales and property taxes. The Project would provide a balance of uses that provide for productive commercial development including office, retail and restaurant uses.

Through the provision of 347 live-work units, which include productive as well as residential components, and through the on-site provision of 926 square feet community room usable as artist production space and art gallery space, the Project and proposed General Plan Amendment would encourage the continued development and maintenance of the artists-in-residence community in industrial areas of the plan, and through these new available live-work units and art spaces, support the artists-in-residence community in Central City North.

The Central City North Community plan further states that it “encourages the continued and expanded development of a thriving artists-in-residence community in the plan and proposed redevelopment areas,” and notes as an opportunity for “potential for artists-in-residence buildings to locate within industrially zoned areas of the plan.” The Project’s live-work units, art gallery and production space would support these provisions of the Community Plan.

In sum, the Project is consistent with the directions relative to the above commercial and industrial policies in that it will provide for a mix of job-producing uses that are allowed for in industrial zones, along with the careful introduction of live-work uses, as is recognized in the adopted Central City North Community Plan and DTLA 2040 Draft Plan. The proposed uses are compatible with and complement the existing mix of office, industrial, live-work, arts production, and retail uses within the immediately surrounding area.

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

Central Industrial Redevelopment Plan Findings

The Project Site is located in the Central Industrial Redevelopment Plan (Redevelopment Plan) Area. The Redevelopment Plan was adopted on November 15, 2002, with an end date of November 15, 2032. The Central Industrial Redevelopment Plan’s primary objective is to revitalize the area through new commercial, industrial, and residential development and the rehabilitation of existing development, to maintain and expand residential neighborhoods and preserve/reuse cultural resources, while eliminating blight.

The findings below demonstrate that the Project is in substantial conformance with the purpose, intent, and provisions of the Redevelopment Plan.

Enacted on June 29, 2011, Assembly Bill 1x-26 (AB 26) revised provisions of the Community Redevelopment Law of the State of California, to dissolve all redevelopment agencies and community development agencies in existence and designate successor agencies, as defined, as successor entities. Among the revisions, the amendments to the law withdrew all authority to transact business or authorize powers previously granted under the Community Redevelopment Law (Section 34172.a.2), and vested successor agencies with all authority, rights, powers, duties and obligations previously vested with the former redevelopment agencies (Section 34172.b).

Pursuant to Ordinance No. 186,325, as of November 11, 2019, the land use-related plans and functions of the Designated Local Authority, the former local CRA/LA, have been transferred to the City of Los Angeles. Therefore, the City can take action regarding any Redevelopment Plan Amendment or land use approval or entitlement pursuant to Section 11.5.14 and other applicable provisions of the LAMC, including LAMC Section 14.5.6.

1. *A high quality of life for those who live and work in the Project Area.*
2. *Elimination of conditions of blight and deterioration within the Project Area, and prevention of the establishment of new blight through the removal of structures, removal of incompatible uses, rehabilitation of deteriorated structures and structures requirement modernization for appropriate use, and redevelopment of underutilized and vacant parcels, where appropriate.*

The Project Site is developed with seven buildings, two open sheds and surface parking areas. Landscaping on the Project Site is limited to 16 ornamental on-site trees (one protected tree (a *Platanus Racemosa* (Sycamore)) and shrubs throughout the Site. The Site is bound by the Los Angeles River to the east, Violet Street to the south, an alley to the west, and 7th Place to the north. Several of the existing buildings front 7th Place, however the Site's street frontage along Violet Street and the alley is relatively inactive, and the southern portion of the Site (where the surface parking areas are located) lacks any features/programming that would active the Site.

The Project would retain five existing buildings that front 7th Place, while redeveloping the southern portion of the Site with a new mixed-use development comprised of a 36-story residential tower and an eight-story office building. The Project would include 347 live/work units. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. Additionally, the Project would provide approximately 187,374 square feet of new office space, 21,858 square-feet of new commercial uses, and a 926 square-foot community room. The Project would introduce new pedestrian-scale improvements and ground floor amenities to the Site, including a 12,280 square-foot paved public paseo that would be activated with a variety of seating and planters, and public art display areas, all of which would be located adjacent to the ground floor commercial uses. Further, street trees would be planted along Violet Street. Thus, through the introduction of new buildings and the retention of existing buildings that are currently occupied, the Project would develop several underutilized parcels, provide a high quality of life to residents, employees and patrons, and ensure no new blight occurs on-site

3. A healthy industrial environment which generates and attracts new private investment to increase job opportunities, property values, and tax revenues.

The immediate neighborhood of the Project Site has evolved from historic industrial and manufacturing uses to light industrial uses along with complementary non-industrial uses such as residential, creative office, and retail uses, reflecting larger employment and economic trends. The Project Site is not being used for industrial purposes and is retaining its non-industrial uses, which include office, restaurant, retail and live/work units. Given the surrounding and existing on-site non-industrial uses, the 2.2-acre Project Site is not well-suited for modern large-scale industrial operations. The Project would provide new employment opportunities and housing through a cluster of uses and would be located in an area where comparable uses currently exist. The Project would satisfy the need for new housing, office, retail and restaurant uses that would support the growth of the Arts District. The Project would retain five of the seven existing on-site buildings and redevelop the southern portion of the Site, that is currently programmed with surface parking areas, with a 36-story residential tower and eight-story office building. The new buildings would provide new job opportunities and no industrial uses would be demolished.

4. Sound housing stock, conserved through rehabilitation, and affordable permanent housing with support services where necessary and appropriate for residents of all income levels, including artists-in-residence and live-work residents.

The Project Site is developed with seven existing buildings, including 10 live-work units, of which six would be retained as part of the Project. The Project would include the construction of a 36-story residential tower, with up to 347 live-work units, for a total of 353 live-work units. In accordance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. Thus, the Project would introduce new residential units to the Site, while also preserving a majority of the existing units.

5. Maintenance of a thriving commercial environment to serve businesses, employees, residents, and visitors.

6. A safe and secure environment for businesses, employees, residents, and visitors, and which is sustainable by the Central Industrial community as a whole.

The Project Site is developed with seven buildings, two open sheds and surface parking areas. The Project would retain five existing buildings that front 7th Place, while redeveloping the southern portion of the Site with a new mixed-use development comprised of a 36-story residential tower and an eight-story office building. The Project would include 347 live/work units. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. Additionally, the

Project would provide approximately 187,374 square feet of new office space, 21,858 square-feet of new commercial uses, and a 926 square-foot community room.

Exterior pedestrian-scale lighting would be provided around the new buildings and along the ground floor public paseo for security and wayfinding purposes. Additionally, access to the new residential tower and office building would be controlled and accessible via a key card. Finally, the Project includes features to encourage pedestrian activity on the ground floor and throughout the Site, including a 12,280 square-foot paved paseo that would remain open to the public during business hours and provide pedestrian access, as well as 20-foot floor-to-ceiling glass curtainwalls along the ground floor commercial uses to ensure transparency. Thus, a majority of the existing on-site commercial uses would be retained and the new residential tower and office building would include components to ensure a safe and secure environment for businesses, employees, residents, and visitors.

7. A modern circulation system which is responsive to the needs of semi-trailer and truck movement and loading operations, and the needs of businesses, employees, residents, and visitors.

8. Adequate, convenient and safe parking facilities, in on- and off-street locations.

The Project would provide up to 783 vehicle parking spaces within six subterranean parking levels. Access to residential vehicle parking would be provided via a driveway accessible from Violet Street on the western side of the Site, while access to the office vehicle parking would be provided along Violet Street on the southeast portion of the Site. A residential loading area would be located immediately south of the residential vehicle parking entrance and a commercial loading dock and loading area would be located adjacent to the employee ingress/egress driveway. As such, these would provide for appropriate site access, circulation, and safe and convenient parking.

9. Accessible businesses, residences and other land uses via public and semi-public transportation that is affordable to employees, residents and visitors to promote jobs, businesses and housing opportunities.

The Project would introduce approximately 187,374 square feet of new office space, 21,858 square-feet of new retail and restaurant uses, a 926 square-foot community room, and 347 live/work units, including affordable units. The commercial and residential uses would be located in close proximity to public transit, including multiple local and regional bus lines, several of which provide connections to the Pershing Square and 7th Street Metro Center. 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. Thus, the new uses, as well as the existing uses that would be retained, would provide access to commercial and residential uses in close proximity to public transit.

10. Development and rehabilitation of structures meet all code requirements of the City of Los Angeles, guided by urban design, land use and development standards that promote compatibility of industrial, commercial, and housing uses, and which preserve historic resources in the community.

The Project would include the construction of a new mixed-use development, comprised of a residential tower and office building, with up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square-feet of new retail and restaurant uses, and a 926 square-foot community room, as well as the retention of five existing buildings that comprise approximately 56,686 square feet, including one building that is identified as historic by SurveyLA. The City has recently issued permits for the conversion

of approximately 5,055 square feet of existing retail and warehouse uses for restaurant uses. The Project, including construction of new uses and the retention of existing uses would comply with the surrounding industrial, commercial, and residential uses. Further the new uses would not result in the demolition of any existing industrial uses.

11. Sustainable development that utilizes precepts of energy efficiency, renewable energy, water resource conservation and reuse, and waste/urban runoff management, among other techniques of sustainability.

The Project would incorporate environmentally sustainable building features and construction protocols as required by the Los Angeles Green Building Code and CALGreen, which would reduce energy and water usage, reducing the Project's greenhouse gas emissions. The Project would also be required to comply with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and stormwater reuse. Specifically, the Project would include WaterSense-labeled plumbing fixtures, weather-based controller and drip irrigation systems, and water-efficient landscape design, to promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and 15% of the total roof area will be solar ready. Furthermore, as conditioned and required by Code, a minimum of 30 percent of the total code-required parking spaces will be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total code-required parking spaces will be equipped with EV chargers.

12. Land which is free of impediments to development, including, but not limited to the encumbrances of toxics.

A Phase I Environmental Site Assessment (ESA) was completed for the Project and included a review of the Site's environmental records and a site reconnaissance to identify potential on-site hazards. The site reconnaissance revealed no evidence of hazardous substances, aboveground storage tanks, underground storage tanks, floor drains, drums, stains or corrosion, unidentified substance containers, wastewater discharge systems, or unusual odors. Based on the age of the existing on-site buildings, asbestos-containing materials (ACMs) and lead-based paint (LBP) may be encountered during demolition activities. If ACMs and/or LBP are uncovered during demolition activities, the Project would be required to adhere to all federal, state, local regulations prior to their removal. Therefore, there are no on-site toxins and the Project's demolition activities would not result in the deposit of toxins.

13. Open space, parks, and cultural recreational and educational facilities for the enjoyment of employees, residents, and visitors.

Pursuant to LAMC Section 12.21 G, based on the number of units and the mix of unit types, the Project would be required to provide a minimum of 42,775 square feet of residential usable open space, and a total of 21,388 square feet of common open space.

While the Project would be required to provide 42,775 square feet of residential open space, residents would have access to 65,641 square feet of open space, exceeding LAMC requirements. The provided open space would include a 12,280 square-foot ground floor paseo, a ground floor community room, outdoor amenity decks on Floors 4 (accessible to employees only) and Floor 8 of the office building, and two community rooms on Floor 11 of the residential tower. The 3,469 square-foot amenity deck located on Floor 4 of the office building, would be programmed with seating and lounge areas and include an outdoor kitchen. The 25,321 square-foot amenity deck located on Floor 8 of

the office building would provide amenities such as a pool deck, a fitness deck, game areas, and a children's playground.

Open Space Provided¹ (Sq. Ft.)	
Ground Level (Paseo)	12,280
Ground Floor Community Room	926
Office Level 4 Outdoor Deck ¹	3,469
Residential Level 11 Amenity Room	1,935
Office Level 8 Interior Recreation/Amenity Room	7,829
Office Level 8 Outdoor Amenity/ Residential Level 11	25,321
Private Open Space (Balconies)	17,350
Total Common Open Space Provided	48,291
Total Residential Open Space Provided	65,641
¹ The Office Level 4 deck would be usable for the office employees only.	

To ensure pedestrian connectivity throughout the ground level, the Project would provide a 12,280 square-foot ground floor public paseo that would be accessible to pedestrians from 7th Place, Violet Street, and the public alley. The paseo would be activated with a variety of seating and planters, public art display areas, and a vertical garden, all of which would be located adjacent to the ground floor commercial uses. Additionally, 17,350 square feet of private open space would be provided to residents via individual balconies in the residential tower. Thus, the Project would provide both private and common open space, accessible to residents, employees, and visitors of the Site.

14. A project area that projects a positive image to business operations, residents, employees, visitors, and investors.

The Project Site is developed with seven buildings, two open sheds and surface parking areas. The Project would retain five existing buildings that front 7th Place, while redeveloping the southern portion of the Site with a new mixed-use development comprised of a 36-story residential tower and an eight-story office building. Additionally, the Project would provide approximately 187,374 square feet of new office space, 21,858 square-feet of new commercial uses, and a 926 square-foot community room.

The existing buildings range from one to three stories in height, vary in building style, and are examples of the industrial lofts and low-rise warehouses located throughout the Arts District area. Five of the seven existing buildings would be retained as office, retail, restaurant, and warehouse uses as well as six live-work units. In addition to the new residential tower and office building discussed further below, the Project would introduce new features to the Site to ensure the retained existing uses would be integrated with the new mixed-use buildings, creating a unified Site. Specifically, the Project would include a ground floor public paseo that would improve pedestrian access and connectivity throughout the Site by providing connectivity from Violet Street, 7th Place and the alley.

The two new buildings would be designed with a contemporary architectural style but would reflect the industrial character of the surrounding area by utilizing 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 residential floor would be staggered, with projecting balconies and recessed windows, to

break up the residential tower's facades, creating distinct and off-set planes to reduce the buildings' scale and massing. The ground floor commercial uses would feature an approximately 20-foot floor-to-ceiling glass curtainwalls. Additionally, a portion of the new buildings' facades would be designated with mural visible along the paseo.

The 36-story residential tower would front Violet Street, while the eight-story office building would front both Violet Street and 7th Place. The two new buildings would be connected via a pedestrian bridge which would be accessible on Floor 11 of the residential tower and Floor 8 of the office building. The residential tower would be situated at the southwest corner of the Site and abut the alley and Violet Street and the office building would be situated on the eastern portion of the Site and front both Violet Street and 7th Place. The office building would be eight-stories along Violet Street, however the portion of the office building that would front 7th Place and be located adjacent to the existing three-story building, would also be three-stories, as the office building would be stepped back on Floor 4, creating an outdoor amenity deck, while mirroring the height of the existing adjacent building. Thus, the Project would develop the surface parking lot areas with two new buildings, improved landscaping and on-site circulation, creating a positive image to surrounding and on-site businesses, residents, employees, and visitors.

(a) Section 502 - Redevelopment Plan Map

Section 502 pertains to the relationship between the Redevelopment Plan and the other plans that address development in Central Industrial area and defers to the General Plan, Community Plan, and any applicable zoning ordinance regarding allowable land uses and is further clarified by the CRA/LA in a memorandum dated June 21, 2012.¹ The Project Site is designated as Heavy Industrial in the Central City North Community Plan and is located in the M3-1-RIO zone. The recommended General Plan Amendment would change the Site's land use designation from Heavy Industrial to Regional Center Commercial and the recommended Vesting Zone and Height District Change would change the zoning from M3-1-RIO to [T][Q]C2-2-RIO. Therefore, the Project would comply with Section 502 of the Redevelopment Plan.

(b) Section 503.1 – Industrial Uses

Section 503.1 states that Industrial areas as shown on the Redevelopment Map Plan shall be maintained as consistent with the Community Plan as it now reads or as it may be amended and as permitted by the zoning and LAMC as it now reads or as it maybe be amended. The Project Site is designated as Heavy Industrial in the Central City North Community Plan and is zoned M3-1-RIO. The recommended General Plan Amendment would change the Site's land use designation from Heavy Industrial to Regional Center Commercial and the recommended Vesting Zone and Height District Change would change the zoning from M3-1-RIO to [T][Q]C2-2-RIO. Therefore, the Project would comply with Section 503 of the Redevelopment Plan.

(c) Section 504.2 – Public Street Layout, Rights-of-Way and Easements

Section 504.2 requires that roadway dedications as illustrated in Exhibit 1 of the Redevelopment Plan Map shall remain substantially in existing configuration, however additional public streets, rights-of-way, and easements may be created in the Project as needed for development and circulation. The Bureau of Engineering (BOE) would require

¹ CRA/LA, A designated Local Authority. Clarification Regarding Discretionary Land Use Action. http://www.crala.org/internet-site/Meetings/Board_Agenda_2012/upload/June_21_2012_Item_13.pdf. Accessed February 21, 2020.

a three foot dedication along Violet Street to complete a 33-foot wide half public street right-of-way in accordance with Collector Street standards, a three foot dedication along 7th Place to complete a 33-foot wide half public street right-of-way in accordance with Collector Street standards, and a two and a half dedication along the alley to complete a 10-foot wide half public alley right-of-way. The Project would be required to comply with the required street dedications and improvements to the satisfaction of BOE. Therefore, the Project would comply with Section 504.2 of the Redevelopment Plan.

(d) Section 507 – New Construction and Rehabilitation of Properties

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

(e) Section 509 – Limitation on Type, Size, and Height of Buildings

Section 509 states that the type, size and height of buildings shall be limited by applicable federal, state, and local statutes, codes, ordinances and regulations and as generally diagrammed in Exhibit No. 4 of the Redevelopment Plan. The Project would be consistent with the intent of the Redevelopment Plan as well as the Central City North Community Plan and applicable sections of the LAMC. The Project Site is zoned M3-1-RIO. While Height District 1 limits the FAR to 1.5:1 and does not establish a maximum building height, the Project is requesting a Vesting Zone and Height District Change to [T][Q]C2-2-RIO which would permit a maximum FAR of 6:1 and would not establish a maximum building height.

The recommended General Plan Amendment would change the Site's land use designation from Heavy Industrial to Regional Center Commercial and the recommended Vesting Zone and Height District Change would change the zoning from M3-1-RIO to [T][Q]C2-2-RIO, allowing for the proposed residential, commercial and office uses, unlimited height, and a maximum FAR of 6:1. Therefore, the Project would comply with Section 509 of the Redevelopment Plan.

(f) Section 512.1 – Maximum Floor Area Ratios

Section 512.1 requires that the maximum floor area ratios for any parcel in the Redevelopment Plan Area to be no more than three times the parcel area. In total, the Project would contain up to 569,448 square feet of floor area, inclusive of the 56,686 square feet of existing uses on a 2.2 net acre lot for a total FAR of 6:1. The Project will not comply with the max floor area of the Redevelopment Plan Area of 3:1, but has requested a General Plan Amendment and Vesting Zone and Height District Change that would allow for construction of 347 new live/work units and would comply with affordability housing requirements of Measure JJJ. As stated in Section 502 of the Redevelopment Plan, "the land uses permitted in the Project Area shall be those permitted by the General Plan, the applicable Community Plan, and any applicable City zoning ordinance, all as they now exist or are hereafter amended and/or supplemented from time to time. In the event that the General Plan, the applicable Community Plan, or any applicable City zoning ordinance is amended or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including without limitation, all Exhibits attached hereto, shall be automatically modified accordingly without the need for any formal plan amendment process." Thus, with approval of the

requested General Plan Amendment and Vesting Zone and Height District Change, the Project would comply with Section 512.1 of the Redevelopment Plan.

(g) Section 513 - Open Space, Landscaping, Light, Air and Privacy.

Section 513 of the Redevelopment Plan defines the approximate amount of total open space to be provided in the Redevelopment Plan area and also states that sufficient space shall be maintained between buildings to provide adequate light, air, and privacy. While this provision applies to the entire CRA Project Area and is not meant to be directly applied to individual development projects, the Project would provide open space areas to generally support this plan provision. The residential tower, office building and five existing buildings would be separated by the ground floor public paseo. Further, the existing on-site buildings, as well as the surrounding buildings, range from one to three stories and height, and thus there would be sufficient space between the tower and any off-site high-rise buildings. Landscaping would be provided in the public paseo and amenity decks. The Project would also comply with open space requirements under LAMC Section 12.21.G. Therefore, the Project complies with Section 513 of the Redevelopment Plan.

(h) Section 514 – Signs and Billboards.

Section 514 prohibits billboards and requires that all other signage conform to the City's signage standards. All signage would comply with the City's sign standards. Therefore, the Project conforms with Section 514 of the Redevelopment Plan.

(i) Section 515 – Utilities

Section 515 requires that all utilities be placed underground if physically and economically feasible. The Project conforms to Section 515 as all utility lines would be placed underground or screened from public view.

(j) Section 516 – Parking and Loading Facilities

Section 516 requires that all parking be provided consistent with the standards of the LAMC and that parking and loading areas be screened/out of view from the public. The Project would provide commercial and residential parking that meets the requirements of the LAMC. Parking for the Project would be located on-site and provided within a six-level subterranean parking garage. In addition, the loading areas for the residential and commercial ground floor space would be located on-site. The commercial loading dock and loading area would be located southeast corner of the Site, adjacent to the employee ingress/egress driveway. The residential loading area would be located immediately south of the residential parking entrance. Therefore, the Project conforms with Section 516 of the Redevelopment Plan.

(k) Section 517 – Setbacks

Section 517 requires that all setback areas be landscaped, paved for accessibility, and maintained by the owner. The Project would include a landscaped and hardscaped, public paseo that traverses the Site. Additionally, as part of the requested Vesting Zone and Height District Change, the Applicant is requesting a Developer Incentive to permit a zero-foot side yard setback in-lieu of the 16 feet otherwise required for the residential floors along the eastern property line. Therefore, the Project conforms with Section 517 of the Redevelopment Plan.

(l) Section 518 – Incompatible Uses

Section 518 prohibits the construction/operation of incompatible uses with the surrounding area and/or the extraction of oil, gas, or other mineral substances. The Project would retain five existing buildings that front 7th Place, while redeveloping the southern portion of the Site with a new mixed-use development comprised of a 36-story residential tower and an eight-story office building. Additionally, the Project would provide approximately 187,374 square feet of new office space, 21,858 square-feet of new commercial uses, and a 926 square-foot community room. Thus, the Project would not introduce any incompatible uses and/or result in the extraction of oil, gas, or other mineral substances. Therefore, the Project conforms with Section 518 of the Redevelopment Plan.

(m) Section 519 – Resubdivision of Parcels

Section 519 states that no parcel shall be resubdivided without Agency approval. As described in the tract report prepared for the Project for the associated case VTT-74890-CN, the Project requested a merger and re-subdivision of 16 existing lots into three ground lots, and 353 residential and eight commercial condominiums. On February 23, 2021, the Letter of Decision for Case No. VTT-74390-CN was issued. The determination of the Deputy Advisory Agency was appealed by an aggrieved party and is pending decision by the City Planning Commission concurrent with the subject case. However, no parcel would be resubdivided without Agency approval, therefore, the Project would conform with Section 519 of the Redevelopment Plan.

(n) Section 521 – Nondiscrimination and Nonsegregation

Section 521 requires that the Project shall not result in discrimination or segregation based upon age, race, color, creed, religion, sex, sexual orientation, marital status, disability, national origin, or ancestry. The Project would include the construction of a new mixed-use development. The Project would be required to comply with all applicable federal, state, and local laws that prohibit discrimination and segregation. Therefore, the Project would conform with Section 521 of the Redevelopment Plan.

(o) Section 522 – Design Guidelines and Development Controls

Section 522 requires that all new improvements to existing and proposed developments be in accordance with the Redevelopment Plan and any other applicable design guidelines and development controls. As clarified by CRA/LA, land use regulations, shall defer to and are superseded by the underlying General Plan, Community Plan, and Zoning Ordinance, including the codified sections of the RIO Overlay. The Project would include a public paseo, street trees, and employ a high quality, attractive, distinguishable architecture (Objective 2), while minimizing the quantity and appearance of parking and loading areas (Objective 4). The Design for Development standards in this area focus on Residential Hotels, Recycling Centers, and Pallet Yards. As the Project is not proposing any of these uses, the Project conforms to Section 522 of the Redevelopment Plan.

(p) Section 523 - Variances, Conditional Use Permits, Building Permits and Other Land Development Entitlements

Section 523 requires that no zoning variance, conditional use permit, building permit, demolition permit or other land development entitlement be issued without approval from the CRA/LA. The Project requests the following entitlements: a General Plan Amendment, Vesting Zone and Height District Change, a Vesting Conditional Use Permit to permit floor area average and residential density transfer, a Main Conditional Use Permit for the onsite sale of a full-line of alcoholic beverages within 10 establishments and Site Plan Review for a project that would result in an increase of 50 or more units. As stated in Ordinance No. 186325, the City Planning Department has assumed the roles and authority of the former CRA/LA, so the City Planning Department would ensure that all entitlements are consistent with the intent of the Central Industrial Redevelopment Plan. Therefore, the Project conforms to Section 523 of the Redevelopment Plan.

(s) Section 524 – Buildings of Architectural and Historical Significance

Section 524 states that prior to redevelopment or rehabilitation of any parcel within the Project Area, the Agency shall determine if any structures located on the applicable parcel(s) are of architectural or historic significance. Further, to the extent practical, special consideration shall be given to the protection, rehabilitation, or restoration of any such structure. SurveyLA identified one of the existing on-site buildings (located at 2140 E. 7th Place) as eligible for listing in the National Register and California Register, and for designation as a Historic Cultural Monument. No other buildings were identified as eligible. As determined in the Project's Cultural Resources Section of the Draft EIR, the demolition of the two existing buildings and construction of the mixed-use development would not directly or indirectly cause a change in the significance of a historic resource. Therefore, the Project would comply with Section 524 of the Redevelopment Plan.

(t) Section 525 – Design for Development

Section 525 authorizes the Agency to establish FAR, height, setback, design, access, and other applicable development and design controls as necessary for both private and public parcels located within the Project Area. The Design for Development standards in this area focus on Residential Hotels, Recycling Centers, and Pallet Yards. As the Project is not proposing any of these uses and is consistent, the Project conforms to Section 525 of the Redevelopment Plan.

River Improvement Overlay District

The Project Site is located within the River Improvement Overlay Zone (RIO) and would be required to comply with the Los Angeles River Design Guidelines, which establishes best practices for designing projects located within the RIO District. The Los Angeles River Design Guidelines consist of overarching objectives followed by a list of specific implementation strategies. These strategies address river-adjacent development. Although the Project is located within the boundaries of the RIO District, the Project Site is 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 underground and placing loading areas within the building or away from public view.

Sewerage Facilities Element

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. The sewer system will be able to accommodate the total flows for the Project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the Applicant will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Project.

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

- a. Amendment in Whole or in Part.** The General Plan Amendment represents an Amendment in Part of the Central City North Community Plan, representing a change to the social, physical and economic identity of Project Site, which is currently designated as Heavy Industrial and zoned M3-1-RIO. The Project's initiated General Plan Amendment from Heavy Industrial to Regional Commercial, and recommended Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]C2-2-RIO would allow for the proposed mix of live-work units, office, and commercial uses, supporting the City's efforts to provide housing in appropriate infill locations near existing activity centers, while retaining complementary commercial and office uses.

The Project Site has its own social, physical and economic identity in that it is comprised of sixteen contiguous parcels totaling approximately 94,946 square feet of lot area (2.2 acres) and is currently improved with seven buildings that comprise approximately 63,530 square feet of floor area. The on-site uses are a mix of retail, office, warehouse and one four-unit and one six-unit live/work building, located in the Central City North Community Plan Area. The Project Site is immediately surrounded by a mix of retail, restaurant, a hotel, and office uses, as well as a recycling center and distribution facility contained in low-rise and mid-rise buildings of widely varying age. The proposed uses are compatible with and complement the existing mix of office, industrial, live/work, arts production, and retail uses within the immediately surrounding area.

The Project Site's location will help the City achieve land use goals of increasing density near transit and existing activity centers. The Project Site is located within a Transit Priority Area and would be located in close proximity to public transit, including multiple local and regional bus lines, several of which provide connections to the Pershing Square and 7th Street Metro Center. 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 represents an opportunity to provide new housing for a mix of incomes, and job-producing commercial uses including office, retail, and restaurants, which are uses that are compatible and complementary to the immediate area. The Applicant has requested a Developer Incentive to permit 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. If the Developer Incentive were not approved, the number of live-work units would be reduced, contributing less overall to the City's goals and the Central City North Community Plan's goal and objective of providing an equitable distribution of housing type and cost, as well as developing incentives that encourage

the production of various types of housing. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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 Project appropriately locates needed residential density near transit, jobs, entertainment, and services within Downtown, creates new commercial uses for the neighborhood, and promotes pedestrian activity in the general vicinity.

The Arts District is a neighborhood of Downtown Los Angeles that has historically been characterized by industrial, warehousing, and distribution uses, and is an important part of the City's physical identity. The General Plan Amendment would allow the Project Site to contribute commercial, live-work residential, retail, and restaurant uses to strengthen the economic identity of the surrounding area, which currently includes a mix of office, industrial, residential, commercial, retail and restaurant uses ranging from low-rise to medium-rise buildings. The General Plan Amendment would allow new development to bring a mix of uses that would result in an active street life, while also maintaining office, retail, and residential uses on the Project Site, thereby contributing to the conservation of the significant economic identity of the Site while introducing new commercial and residential uses that contribute to the significant social and physical identity of the district.

Although the Site, as well as several other properties in the immediate area, are designated for heavy industrial uses, the immediate vicinity is characterized by a mix of office, residential, industrial, retail, restaurants, and other commercial uses contained in low-rise and mid-rise buildings. The Project Site itself is no longer being utilized for industrial related purposes, as it currently incorporates residential live-work, office, retail, warehouse, and restaurant uses, which are not uncommon in the immediate area. Nearby residential buildings include the 726 Lofts, Amp Lofts, and the Walnut Building.

Redesignating the land use of the Project Site reinforces an area that has its own economic and physical identity in the form of: 1) contributing to the available housing stock within the City and towards alleviating the housing crisis in the City, 2) furthering the General Plan Land Use Element's policies to focus development in areas that are accessible to existing activity centers and transit, providing compatible and complementary live-work and economically productive uses in the immediate area around the Project Site, which supports the provisions of the Central City North Community Plan.

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

4. Charter Finding - City Charter Finding 556.

The Project Site is located within the Central City North Community Plan area, which is one of the 35 community plans that comprise the Land Use Element of the General Plan. The Community Plan designates the Site with a land use designation of Heavy Industrial which lists the corresponding zone of M3. The site is presently zoned M3-1-RIO, which is consistent with the existing land use designation. As recommended, the amendment would re-designate

the Project Site from Heavy Industrial to Regional Center Commercial. The amendment of the land use designation, in conjunction with the recommended Vesting Zone and Height District Change to [T][Q]C2-2-RIO, would allow the redevelopment of the Site with a new mixed-use project comprised of 347 live-work units, 187,374 square feet of office space, 21,858 square feet of commercial space to be used for retail and restaurants.

The Site is located within an immediate area that is designated and zoned for manufacturing uses but has been developed and continually utilized with a mixture of residential, commercial, and manufacturing uses. The Project Site is no longer being utilized for industrial related purposes, as it currently incorporates residential live-work, office, retail, restaurant, and minimal warehouse uses. The Project Site has been adaptively reused for residential and commercial purposes since approximately 1984, 1991, 2015, and 2016. The Project is consistent with the land use patterns and uses in the immediate area, which is developed with a variety of commercial, residential, and live-work projects on properties zoned for industrial uses. Further, the 2.2-acre Project Site is not well-suited for modern large-scale industrial operations. The adopted Central City North Community Plan notes that “the Central City North Community plan encourages the continued and expanded development of a thriving artists-in-residence community in the plan and proposed redevelopment areas.” The Project’s proposed uses that would be implemented by the proposed General Plan Amendment and Vesting Zone and Height District Change are generally consistent with the overarching vision of the adopted Community Plan.

As detailed in Finding No. 2 above, the initiated General Plan Amendment complies with Los Angeles City Charter Section 556 in that it is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness and Air Quality Elements and the Land Use Element – Central City North Community Plan, as the Project would increase housing choices at varying income levels and different unit types; introduce new land uses while providing complementary economically productive uses; and enhance the pedestrian environment by activating ground floor uses, within proximity to transit and existing employment, amenity, and commercial centers within and around the Downtown Center.

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

Public Necessity, Convenience, and General Welfare.

The recommended amendment to the Central City North Community Plan would re-designate the land use designation of the Project Site from Heavy Industrial to Regional Center Commercial. In conjunction with the recommended amendment, the recommended Vesting Zone and Height District Change from M3-1-RIO to [T][Q]C2-2-RIO would permit the development of the Project Site with a new 36-story mixed-use project comprised of 347 live-work residential units, 187,374 square feet of office, and 21,858 square feet of retail and restaurant uses. As the existing land use designation and zone would not permit new residential development, the amendment is necessary to allow for the Project, although the Site is currently occupied with 10 vacant live-work units.

On April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, a roadmap to achieve short-term results while setting the path to strengthen the transformation of the City in the decades to come. As part of the plan, the Mayor set forth a goal of creating 100,000 new housing units by 2021. This same goal was carried forward in the Green New Deal Sustainable City pLAn 2019. The proposed amendment would allow the Site to be redeveloped and to provide 347 live-work units, of which five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and

11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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 Project would be an infill development within an immediate vicinity that is developed with a mixture of residential, commercial, and light manufacturing uses. Specifically, the Project Site is surrounded by mix of retail, restaurant, a hotel, office uses, a recycling center and distribution facility contained in low-rise and mid-rise buildings of widely varying age. As described by the Community Plan, the area includes several old warehouses now converted to artist lofts and studios. The Project Site itself is no longer being utilized for industrial related purposes, as it currently incorporates vacant live-work units, office, retail, restaurant, and minimal warehouse use.

As previously discussed, the seven existing buildings were constructed in approximately 1929, 1949, 1950, 1952, 1965, and 1981 respectively. As the existing buildings, sheds and surface parking area encompass the entire Site, there is no on-site outdoor open space. The new mixed-use building would provide 65,641 square feet of open space in compliance with LAMC requirements, which would include new landscaping, a ground floor public paseo, private residential balconies, rooftop amenities, and planting of trees. As proposed, the Project would improve the livability and general welfare of the future residents of the development by providing on-site open space, amenities, and on-site commercial and office uses. The Project would further promote foot traffic through the development of a strong street wall (along Violet Street and 7th Place), new sidewalks and street trees, and a new ground floor paseo open to the public that would provide pedestrian access from the alley, Violet Street, and 7th Place.

The Project would place new housing near employment, amenities, and commercial areas within the Arts District and the greater Downtown core, as well as near public transit. The Project locates needed residential density near existing employment centers, entertainment, and services, and transit, creates new office, retail, and restaurant, for the neighborhood, and promotes pedestrian activity in the general area.

Approval of the initiated General Plan Amendment from Heavy Industrial to Regional Center Commercial would allow the Project to help address the City's housing shortage and need for affordable housing by providing a mixed-income, mixed-use residential development. In addition, the Project would make more efficient use of land by adding density while still retaining five existing on-site buildings and providing for new employment opportunities. The Project would accommodate projected population growth in the area, while being compatible with its surrounding uses. Accordingly, the initiated General Plan Amendment would be in conformity with public necessity, convenience, and general welfare.

Good Zoning Practice

The Project Site is designated by the Community Plan for Heavy Industrial land uses and is zoned M3-1-RIO. This zoning is consistent with the existing land use designation. Although the Site, as well as a number of other properties in the immediate area, are designated for heavy industrial uses, the immediate vicinity is characterized by a mix of retail, restaurant, a hotel, office uses, a recycling center and distribution facility contained in low-rise and mid-rise buildings of widely varying age. The Project Site itself is no longer being utilized for industrial related purposes, as it currently incorporates vacant live-work uses, office, retail, and restaurant uses, which are not uncommon in the immediate area. Nearby residential buildings include the 726 Lofts, Amp Lofts, and the Walnut Building.

The proposed amendment would allow for the Project to contribute to alleviating the City's housing shortage through the provision of 347 new live-work units, of which five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. As the surrounding area is developed with a mixture of residential, commercial, office and light manufacturing uses, the Project would introduce a complementary and compatible use with the range of uses that exist in the vicinity.

The proposed 36-story residential tower would be taller than other buildings in the immediate surrounding area, however the Project would be consistent with the Arts District evolving neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes proposed projects such as 670 Mesquit with a 32-story tower, a nine-story mixed-use development located at 2136 Violet Street, and 6AM with a 58-story tower. As such, approval of the Project would allow for the development and use of the Site for residential, retail, restaurant, and office uses consistent with the scale of existing and proposed developments within the surrounding neighborhood.

As proposed, the Project would provide new housing for a mix of incomes and would offer amenities that would improve the quality of life for existing and future residents as well as the surrounding community. The General Plan Amendment would result in a Project that will retain productive employment-generating uses on the site, which would complement existing uses in the vicinity, while also providing much-needed residential units with commercial land uses on the ground level. The Project promotes a more walkable lifestyle by locating office, commercial, and residential uses within proximity of transit and existing job centers and services. Furthermore, as described in Finding No. 2, the amendment would allow the development of the Site with a residential use that is consistent with the objectives and policies of the Community Plan and is compatible with the existing and proposed development of the surrounding area. Therefore, the initiated General Plan Amendment to Regional Center Commercial would be in conformity with good zoning practices and with development patterns in the immediate area.

ENTITLEMENT FINDINGS

6. **Vesting Zone Change, Height District Change, and “T” and “Q” Classification Findings.**
 - a. **Pursuant to Section 12.32 C of the Los Angeles Municipal Code (LAMC), and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

Public Necessity. The subject property is currently designated and zoned for Heavy Industrial, which prohibits residential uses. The recommended amendment to the Central City North Community Plan would re-designate the land use designation of the Project Site from Heavy Industrial to Regional Center Commercial. The recommended Vesting Zone and Height District Change from M3-1-RIO to [T][Q]C2-2-RIO would permit the development of the Project Site with a new mixed-use project comprised of 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room. As the existing land use designation and zone would not permit new live-work units, the amendment is necessary to permit the redevelopment of the Site.

On April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, a roadmap to achieve short-term results while setting the path to strengthen the transformation of the City in the decades to come. As part of the plan, the Mayor set forth a goal of creating 100,000 new housing units by 2021. This same goal was carried forward in the Green New Deal Sustainable City pLAn 2019. The proposed amendment would allow the Site to be redeveloped and to provide 347 new live-work units, of which five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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 Project would be an infill development within an immediate vicinity that is developed with a mixture of residential, commercial, and light manufacturing uses. The Project Site is immediately surrounded by mix of retail, restaurant, a hotel, office uses, a recycling center and distribution facility contained in low-rise and mid-rise buildings of widely varying age. As described by the Community Plan, the area includes several old warehouses now converted to artist lofts and studios. The Project Site itself is no longer being utilized for industrial related purposes, as it currently incorporates vacant live-work, office, retail, restaurant, and minimal warehouse uses. Accordingly, the proposed Vesting Zone and Height District Change would be in conformity with public necessity.

Convenience. Approval of the Vesting Zone and Height District Change would permit the development of the Project Site with a new mixed-use development, comprised of a residential tower and office building, with up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room. The Project would place housing within close proximity to employment, amenities, and commercial areas within the immediate vicinity as well as within the greater Downtown core, and near public transit. 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 65,641 square feet of open space, which would include new landscaping, rooftop decks, a ground floor public paseo, private residential balconies, and planting of trees. As proposed, the Project would improve the livability and general welfare of the future residents and employees of the development. The Project would further promote foot traffic through the development of a strong street wall (along Violet Street and 7th Place), new sidewalks and street trees, and a new ground floor public paseo that would provide pedestrian access from the alley, Violet Street, and 7th Place.

In sum, the Project locates needed residential density near existing employment centers, entertainment, and services, and transit. The Project creates new retail, restaurant, and art uses for the neighborhood, and promotes pedestrian activity in the general area. Accordingly, the proposed Zone and Height District Change would be in conformity with the public convenience.

General Welfare. Approval of the requested Vesting Zone Change and Height District Change would allow for the development of 347 new live-work units that would contribute to alleviating the City's housing shortage. As the Project would retain six of the existing 10 existing on-site live-work units, the Project would result in a total of 353 units. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. Thus the Project would help to address the City's need for affordable housing. In addition, the Project would make efficient use of land by adding density while still providing employment and residential uses, to the benefit of the future on-site residents as well as the existing neighborhood. Accordingly, the initiated General Plan Amendment would be in conformity with public necessity.

Good Zoning Practice. The Project Site is designated by the Community Plan for Heavy Industrial land uses and is zoned M3-1-RIO. This zoning is consistent with the existing land use designation. Although the Site, as well as other properties in the immediate area, are designated for heavy industrial uses, the immediate vicinity is characterized by mix of retail, restaurant, a hotel, office uses, a recycling center and distribution facility contained in low-rise and mid-rise buildings of widely varying age. The Project Site itself is no longer being utilized for industrial related purposes, as it currently incorporates vacant live-work, office, retail, restaurant, and minimal warehouse uses, which are consistent with the surrounding uses. Nearby residential buildings include the 726 Loft, Amp Lofts, and the Walnut Building.

The proposed amendment would allow for the Project to contribute to alleviating the City's housing shortage through the provision of 347 new live-work units and affordable units, and would also include job-producing office and commercial uses. As the surrounding area is developed with a mixture of residential, commercial, retail and light manufacturing uses, the Project would introduce a complementary and compatible use with the range of uses that exist in the vicinity of the Project Site. The five on-site buildings that would be retained as part of the Project and are located on the northern portion of the Site, range in height from one to three stories. As stated above, the Project would include the construction of a new mixed-use development, comprised of 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. The residential tower would be located on the southwest portion of the Site and the office building would be located on the eastern portion of the Site, with frontage along Violet Street and 7th Place. Further, while the office building would be eight stories tall along Violet Street, the proposed building would step down to three-stories and a maximum height of 36 feet along 7th Place, creating the appearance of a continuous one-to-three-story façade along 7th Place, with the taller eight and 36-story buildings recessed from view. The Project would be consistent with the Arts District evolving neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes proposed projects such as 670 Mesquit with a 32-story tower, a nine-story mixed-use development located at 2136 Violet Street, and 6AM with a 58-story tower.

As proposed, the Project would provide new housing for a mix of incomes and would offer amenities that would improve the quality of life for existing and future residents as well as the surrounding community. The General Plan Amendment would result in a Project that retains employment-generating uses on the site that complement existing uses in the vicinity, while also providing much-needed live-work units with commercial land uses on the ground level. The Project promotes a more walkable lifestyle by locating commercial and residential uses within proximity of transit and existing job centers and services. Furthermore, as described in Finding No. 2, the amendment would allow the development of the Site with a residential use that is consistent with the objectives and policies of the Community Plan and is compatible with the existing and proposed development of the surrounding area. Therefore, the initiated General Plan Amendment to Regional Commercial would be in conformity with good zoning practices and with development

patterns in the immediate area.

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

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval imposed herein for the Project. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this Site. The “Q” conditions that limits the scale and scope of future development on the Site 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, to secure an appropriate development in harmony with the General Plan.

Vesting Conditional Use for Floor Area Averaging

7. Vesting Conditional Use (Floor Area Averaging) Findings

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

The averaging of floor area ratios may be permitted for buildings which comprise a unified commercial or mixed-use development in the C zone, even if buildings on each individual parcel or lot would exceed the permitted floor area ratio. However, the floor area ratio of the unified development, when calculated as a whole, may not exceed the maximum permitted floor area ratio for the height district in which the unified development is located. The Project Site is comprised of 3 separate legal lots, as proposed by VTT-74890-CN, and development on the lots would range from 1.55:1 to 7.86:1 FAR, with an average 6:1 FAR for the entire site. The average 6:1 FAR would be consistent with the 6:1 FAR requested as part of the associated Zone and Height District Change request, and consistent with the intent of the Central City North Community Plan and Central Industrial Redevelopment Plan.

Floor area averaging would allow the Project to provide an appropriate mix of uses distributed across the Site. The Project would enhance the built environment through the unified development of the Site and would include essential and beneficial uses through the synergetic balance of retail, restaurant, office, and residential uses. The Project would also enhance the built environment in the surrounding area through both the retention of five existing on-site buildings which are examples of the industrial lofts and low-rise warehouses located throughout the Arts District area, one of which is a brick building that SurveyLA identifies as historic, and the provision of new buildings which are compatible with and respond to the mix of light industrial, commercial, and residential uses located in the surrounding area. Additionally, the Project would improve pedestrian connectivity throughout the Site and surrounding area by providing a 12,280 square-foot ground floor public paseo which would provide pedestrian access to 7th Place, Violet Street, and the alley which abuts the western property line.

The Project would also benefit the community, City, and region by providing quality commercial uses to the area and would contribute to the existing and evolving Arts District neighborhood comprised of creative production and light industrial uses, galleries, commercial and retail uses, and residential uses. The Project would provide much-needed multi-family housing units to the City’s housing supply, including 347 new live-work units.

The Project would perform a function beneficial to the community as, the Project is subject to LAMC Section 11.5.11, Measure JJJ, an affordable housing and fair labor measure approved by voters in 2017. The requested General Plan Amendment and Vesting Zone and Height District Change would allow residential uses where not previously permitted and as conditioned, the Project would be required to provide five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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 Project would also be required to pay prevailing wages for construction workers and ensure a percentage of the construction workforce reside in the City.

Without the FAR averaging approval, the number of provided residential units would be reduced, contributing less overall to the City's goals and the Central City North Community Plan's goal of providing adequate housing for all persons regardless of income, age, or ethnic background. Additionally, the averaging contributes to the provision of commercial space which further supports the Arts District's evolving neighborhood from a solely industrial and wholesale district, to a community comprised of creative production and light industrial uses and commercial uses, including retail and restaurant uses. Finally, the residential component of the Site would be required to take up a greater portion of the land area of the Site, limiting efforts to maximize open space areas, pedestrian walkability, and public improvements which serve the Project. Therefore, FAR averaging will allow full utility and flexibility of the amenities and uses proposed for the Site and which serve the greater area.

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

The Project Site is located in the Arts District neighborhood, adjacent to the Los Angeles River, and bound by 7th Place to the north, Violet Street to the south, and an 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. On-site uses include 6,983 square feet of office space, 25,739 square feet of retail uses, 2,109 square of warehouse uses, and 10 vacant live-work units. The five existing buildings located on the northern portion of the Project Site comprise approximately 56,686 square feet and would be retained with six live-work units, and office, retail, restaurant, and warehouse uses. The two remaining existing buildings that comprise approximately 6,844 square feet, as well as two open sheds, and surface parking areas located on the southern portion of the Site, would be demolished to allow for the construction of a new mixed-use development. The new mixed-use development would be comprised of a residential tower and office building with up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and 926 square feet of a community room. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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 36-story residential tower would be a maximum height of 425 feet and be located on the southwest portion of the Site and the eight-story office building would be maximum height of 131 feet located on the eastern portion of the Site. Upon completion, the Project would include 569,448 square feet of floor area, with a maximum FAR of up to 6:1.

The Project includes active ground floor uses that would feature an approximately 20-foot floor-to-ceiling glass curtainwalls that wraps around both the new office and residential building facing 7th Place, within the ground floor paseo and along Violet St. Additionally, a portion of the new buildings' facades would be designed with murals and be visible along the paseo. The Project would improve pedestrian connectivity throughout the Site by providing a 12,280 square-foot ground floor public paseo that would be activated with a variety of seating and planters, display areas for public art, and a vertical garden, all of which would be located adjacent to the ground floor commercial uses and provide pedestrian access to 7th Place, Violet Street, and the alley. These proposed improvements, including the inclusion of materials that allow for high visibility at the ground floor, new street trees along Violet Street, and usable ground floor outdoor areas throughout the Site, would activate the pedestrian realm, as well as improve the public welfare and safety of the area, all of which is within walking distance to public transit and surrounding retail, restaurant, residential, and office uses.

Floor Area Ratio averaging across the development would be desirable to the public convenience and welfare because it facilitates a beneficial mix of uses and allows for a cohesive site design, creating active and safe pedestrian environments and supports the preservation of five existing on-site buildings which are examples of the industrial lofts and low-rise warehouses located throughout the Arts District area, one of which is a brick building which SurveyLA identifies as historic. Further, the Project would introduce the provision of new buildings which are compatible with and respond to the mix of light industrial, commercial, and residential uses located in the surrounding area.

The Project's size, height, and architecture have been designed to integrate with the surrounding Arts District Neighborhood. The surrounding area is characterized by varied scales, height, and intensity, with both new and older development at various scales and in various forms. The existing on-site buildings which would be retained range from one to three stories in height, vary in building style, and are examples of the industrial lofts and low-rise warehouses located throughout the Arts District area. The design and operations of the Project consider and respond to both the planned form, current transitional state of the Arts District neighborhood, and intended vision in the Community Plan and General Plan. The two new buildings are designed with a contemporary architectural style but would reflect the industrial character of the surrounding area by utilizing 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 would be staggered, with projecting balconies and recessed windows, to break up the buildings' facades, creating distinct and off-set planes to reduce the buildings' scale and massing. The ground floor commercial uses would feature an approximately 20-foot floor-to-ceiling glass curtainwalls along both the new office and residential buildings facing 7th Place, within the ground floor paseo, and along Violet St. Further the eight-story office building would step down to four stories along 7th Place and be consistent with the surrounding low scale development adjacent to the Los Angeles River and the three story brick building to the immediate west, while the 36-story residential tower would be compatible with the various proposed comparable developments in the Arts District area with similar proposed heights. Specifically, two nearby developments, including the 670 Mesquit project which will include a 32-story tower and the 6 AM project which will include a 58-story tower.

Therefore, the Project would not adversely affect the surrounding neighborhood, properties, or public health, welfare and safety.

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

As discussed above, in Finding 2 the Project generally conforms with the purpose, intent, and provisions of the General Plan, Central City North Plan, River Improvement District Overlay, and Central Industrial Redevelopment Plan. The Project would provide mixed income housing within the Arts District neighborhood, in close proximity to transit, with ground floor commercial spaces and a 12,280 square-foot ground floor public paseo that would activate the pedestrian realm, would include energy efficiency and sustainability in new construction, prevailing wage jobs, affordable housing, and would retain five existing on-site buildings which are examples of the industrial lofts and low-rise warehouses located throughout the Arts District area, one of which is a brick building that SurveyLA identifies as historic. The design, uses, and other components of the Project conform with the various plans goals, policies and objectives of the plans for the area.

d. That the Project is a Unified Development as defined by LAMC Section 12.24 W.19 (c).

The Project is a mixed-use development consisting of 347 new live-work units and approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and 926 square feet of artist production amenity space. A Unified Development is defined by LAMC Section 12.24 W.19 as a development which is:

1. A combination of functional linkages such as pedestrian or vehicular connections;
2. In conjunction with common architectural and landscape features, which constitute distinctive design elements of the development;
3. Is composed of two or more contiguous parcels, or lots of record separated only by a street or alley; and
4. When the development is viewed from adjoining streets appears to be a consolidated whole.

The Project is functionally unified by pedestrian, structural, architectural and programmatic connections. The Project's 12,280 square-foot ground floor public paseo would provide pedestrian ground floor connectivity throughout the Site and equally distributed landscaped and passive activity amenities throughout the ground floor. Additionally, the two new buildings would be connected via a pedestrian bridge which would be accessible on Floor 11 of the residential tower and Floor 8 of the office building. The pedestrian bridge would lead to the office buildings' 33,150 square feet Floor 8 amenity and recreation space. This connection would structurally and functionally connect the 36-story residential tower and eight-story office building. Vehicular parking would be provided in a six level subterranean parking lot, with a residential ingress/egress driveway accessible from the public alleyway and an office ingress/egress driveway accessible from Violet Street. Short-term bicycle parking for residential, office, restaurant and retail uses would be provided along the ground floor paseo entrances near 7th Place and the alleyway and some spaces located on the corner of the alleyway and Violet Street adjoining the residential tower. Long-term bicycle parking would all be located in Level P1 of the subterranean parking lot.

The design of the Project considers and respond to both the planned form, current transitional state of the Arts District neighborhood, and intended vision in the Community Plan and General Plan as well as presents a consistent modern architectural theme. The two new buildings are designed with a contemporary architectural style but would reflect the industrial character of the surrounding area by utilizing 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 would be staggered, with residential projecting balconies and recessed windows, to break up the buildings' facades, creating distinct and off-set planes to reduce the buildings' scale and massing. While the office building would be eight-stories along Violet Street, as conditioned, the portion of the building that would front 7th Place and would be located adjacent to the existing three-story building and the Los Angeles River, would also be three-stories, as the office building would be stepped back on Floor 4, creating an outdoor amenity deck, while mirroring the height of the existing adjacent building.

Along 7th Place, five existing buildings would be retained as part of the Project. As stated above, a portion of the new office building would be located on the northeastern corner of the Site, along 7th Place, and adjacent to the existing three-story brick building. While the office building would be eight stories along Violet Street, as conditioned, the eight-story office building would step down to three-stories along 7th Place, to mirror the height of the existing three-story building and create a unified frontage. The Site's surface parking areas currently make up the frontage along Violet Street, however under the Project, the southern portion of the Site would be developed with a residential tower and office building, connected by a pedestrian bridge. The new buildings' architecture would be contemporary while also reflecting the industrial character of the surrounding area and utilize a repetition of stacked components to resemble the structural rhythm of stacked pallets. While neither building would be identical in height, size, or massing, the same materials, glass and concrete, and overall design, would be applied to both new buildings, resulting in a unified Violet Street and 7th Place frontage. The ground floor public paseo would provide various pedestrian access points throughout the Site, creating new connections from the north, south, and west portions of the Site, and between the new and existing uses. As such, the development viewed from adjoining streets appears to be a consolidated whole.

Finally, as described in the tract report prepared for the Project for the associated case VTT-74890-CN, the Project requested a merger and re-subdivision of 16 existing lots into three ground lots, and 353 residential and eight commercial condominiums, and therefore is composed of two or more contiguous parcels. Therefore, the Project would meet the definition of a Unified Development.

8. Conditional Use Findings for Conditional Use Permit

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption at up to 10 establishments. The following are the findings for a MCUP to permit the sale and dispensing of alcoholic beverages as required by LAMC 12.24 E and 12.24 W.1.

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

The Project 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 a residential tower and office building,

with up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room. 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. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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: a 36-story residential tower with a maximum height of 425 feet located on the southwest portion of the Site and an eight-story office building with a maximum height of 131 feet located on the eastern portion of the Site. Upon completion, the Project would include 569,448 square feet of total floor area and 783 vehicle parking spaces provided in six subterranean levels.

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption at up to 10 establishments (i.e., restaurant and retail uses). Specifically, the Project proposes 10 permits for on-site consumption in conjunction with proposed restaurants located on the ground floor commercial spaces of the office and residential building.

The Project Site is located within the Central City North Community Plan area, and is currently designated for Heavy Industrial land uses corresponding to the M3-1-RIO Zone. The Project is requesting a General Plan Amendment to change the land use designation on the Project Site to Regional Center Commercial, and a Vesting Zone and Height District Change to change the zoning on the Project Site to [T][Q]C2-2-RIO.

The area surrounding the Project Site is urbanized and improved with a range of industrial uses, residential uses, restaurants, and commercial uses contained in low-rise and mid-rise buildings of widely varying age. To the west, across the alley, are a mix of one and two-story commercial and manufacturing uses. Restaurant, retail, office, and hotel uses are located in two and three-story buildings to the north, across 7th Place. To the east, is a surface parking lot, railroad tracks, and the Los Angeles River and to the south of the Project Site, across Violet Street, is a vacant parcel and a mix of commercial and manufacturing uses, including a single-story recycling center and distribution facility. Residential uses closest to the Project Site include the three-story Loft 726, located northwest at 726 S Santa Fe Avenue, and the two-story joint live work condos, located to the north at 2135 East 7th Place.

The proposed restaurant uses would be desirable to the public convenience and welfare as the uses are in a convenient infill location accessible to nearby residents, workers, and visitors. The Project would provide convenient eating and shopping places to serve the residents, employees and visitors in the area, and add to the number of available dining venues. The offering of food and alcohol in conjunction with the proposed uses would be a benefit as an amenity to current and future residents and visitors and would also serve as an attraction and amenity to future residents and guests, as other residential projects are also in development in proximity.

A variety of commercial uses is an intrinsic part of the service amenities that are necessary for the conservation, development, and success of a vibrant neighborhood. The proposed Regional Center Commercial land use designation allows for the proposed restaurant

uses. The ability for the Site to offer a full line of alcoholic beverages would allow the restaurants to remain competitive with other similar uses serving the same area, as alcohol service is a common and expected by patrons as part of these commercial uses. Further, patrons are drawn to the immediately surrounding area due to the shopping, entertainment, and dining experiences available to them, and offering a full line of alcoholic beverages at these uses on the Project Site would enhance the dining and entertainment experience for visitors, employees, and residents in the vicinity. Further, the on-site consumption of alcohol is a common and expected component of restaurants, which would provide a function and beneficial service to patrons visiting the area. In light of the above, the Project would perform a function that enhances the character of the area, which is appropriate within the context of the proposed Regional Center Commercial land use designation.

The MCUP provides an umbrella entitlement with conditions that apply to the Project Site and in general to all venues, including the retail and restaurant uses. These conditions include, but are not limited to, security measures, such as a camera surveillance system and appropriate lighting in the evening hours, except routine clean-up, and of prohibiting adult entertainment. In addition, all music, sound or noise which is under the control of the Project Applicant shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Project Applicant will be required to maintain the premises and sidewalk in good condition. These conditions will be supplemented by more specific conditions designed to address the characteristics of each individual establishment a Plan Approval which will be required, prior to the effectuation of the approval for each respective tenancy identified above, where more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and LAPD have the opportunity to comment and recommend any conditions, including the maximum number of indoor seats, as determined by the Department of Building and Safety.

As such, the on-site service of alcoholic beverages at up to 10 establishments within the Project's restaurants and retail uses, as part of the mixed-use development would enhance the built environment in the surrounding neighborhood, and would provide a function that is beneficial and compatible with the character of the surrounding community and commercial viability of the region as a whole.

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

The Project 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 a residential tower and office building, with up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room. 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. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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. Upon completion, the Project would include 569,448 square feet of total floor

area and 783 vehicle parking spaces provided in six subterranean levels. In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption at up to 10 establishments (i.e., restaurants and retail uses).

As previously described, the Project Site is located within the Central City North Community Plan area and is proposed to be re-designated to Regional Center Commercial land uses. The area surrounding the Project Site is urbanized and improved with a range of industrial uses, residential uses, restaurants, and commercial uses contained in low-rise and mid-rise buildings of widely varying age. The Project would introduce new live-work, office retail and restaurant uses to the Site. The addition of these new uses would provide an amenity to the existing on-site uses and surrounding businesses and residents in the area as well as support projected growth.

The five on-site buildings that would be retained as part of the Project and are located on the northern portion of the Site, range in height from one to three stories. The new uses would be located in two new buildings: a 36-story residential tower with a maximum height of 425 feet located on the southwest portion of the Site and an eight-story office building with a maximum height of 131 feet located on the eastern portion of the Site. 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 office building would be clad in large glass panels and dark grey trim, which creates a transparent appearance from the public right-of-way and helps to minimize the perceived bulk of the structure. The residential tower is clad in dark gray and white frosted glass, composite cladding, and aluminum framing and arranged in irregular vertical stacks of floor plates inspired by industrial shipping pallets. The unique cladding and irregular facade design would create visual interest and soften the perceived mass of the building in relation to surrounding utilitarian buildings.

The residential tower would be located on the southwest portion of the Site and the office building would be located on the eastern portion of the Site, with frontage along Violet Street and 7th Place. Further, while the office building would be eight stories tall along Violet Street, the proposed building would step down to four-stories and a maximum height of 36 feet along 7th Place, creating the appearance of a continuous one-to-three-story façade along 7th Place, with the taller eight and 36-story buildings recessed from view. The proposed 36-story residential tower would be taller than other buildings in the immediate surrounding area, however the Project would be consistent with the Arts District evolving neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes proposed projects such as 670 Mesquit with a 32-story tower and 6AM with a 58-story tower.

The proposed restaurant and retail uses would be desirable to the public convenience and welfare as the uses are in a convenient infill location accessible to nearby residents, workers, and visitors to eat, drink, and socialize. Thus, the proposed retail and restaurant uses are located in a convenient infill location that nearby residents, visitors, and employees can patronize from within a short distance. A variety of commercial uses is an intrinsic part of the service amenities that are necessary for the conservation, development, and success of a vibrant neighborhood. The Project Site has a proposed Regional Center Commercial land use designation, which allows for the proposed restaurant and retail uses. The ability for the Site to offer a full line of alcoholic beverages will allow the restaurants and retail uses to remain competitive with other similar uses serving the same area, as alcohol service is a common and expected by patrons as part of these commercial uses. Further, patrons are drawn to the area due to the shopping, entertainment, arts, and dining experiences available to them. Offering a full line of

alcoholic beverages at these uses on the Project Site would enhance the dining and entertainment experience for visitors, employees, and residents in the vicinity.

Redevelopment of the Site would also increase street activity by introducing a new mixed-use building with a mix of ground-floor commercial uses co-located on-site with 347 new live-work units, as well office uses near existing employment centers, entertainment, and services in Downtown, in a convenient location that residents, visitors, and employees can patronize by walking, biking or public transit. The sale, dispensing, and consumption of alcoholic beverages would provide a beneficial amenity available to residents, employees and visitors of the Arts District and Downtown area.

The sales of alcohol would not be detrimental to nearby residential uses, since the establishments serving alcohol would be carefully controlled and monitored. The conditions recommended herein would ensure that the establishments would not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. Approval of the conditional use would contribute to the success and vitality of the commercial development and help to reinvigorate the Site and vicinity. Since the alcohol sales would be in conjunction with food service and retail uses, permitting alcohol sales on the Site would not be detrimental to the development of the community. Additionally, as discussed above, the Project's conditions would be supplemented by more specific conditions designed to address the characteristics of each individual establishment at Plan Approval which would be required, prior to the effectuation of the approval for each respective tenancy identified above. Under these Plan Approvals, the Zoning Administrator and LAPD would have the opportunity to comment and recommend any additional conditions, as warranted. Further, the sale of alcohol is regulated by the State of California through the issuance of an Alcohol Beverage Control (ABC) license. Thus, as conditioned, combined with the enforcement authority of ABC and LAPD, the approval for the sale of alcohol will not be detrimental to the public health, safety and welfare. No churches, schools, or hospitals have been identified within 1,000 feet of the Project Site.

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

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

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

The Community Plan text is silent with regards to alcohol sales. In such cases, the decision-maker must interpret the intent of the Community Plan. The proposed request for the sale and dispensing of a full line of alcoholic beverages for on-site consumption at up to 10 establishments are consistent with the following Central City North Community Plan goal and objective:

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

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

The Project would contribute to the area's viable commercial development by introducing new live/work units, retail restaurant and office uses in an appropriate infill location. The area surrounding the Project Site is urbanized and improved with a range of industrial uses, restaurants, and commercial uses contained in low-rise and mid-rise buildings. The proposed restaurant, retail, and office uses would be desirable to the public convenience and welfare as the uses are in a convenient infill location accessible to nearby residents, workers, and visitors to eat, drink, and socialize, including opportunities for live entertainment and dancing.

The proposed Regional Center Commercial land use designation allows for the proposed live-work units, restaurant, retail, and office uses. The Project Site is located in an established area with a compatible and complementary mix of uses, including commercial and restaurant uses, which is appropriate for the sale and dispensing of alcohol incidental to the commercial retail and restaurant uses proposed under the Project.

The ability for the Site to offer a full line of alcoholic beverages will allow the retail and restaurant uses to remain competitive with other similar uses serving the same area, as alcohol service is a common and expected by patrons as part of these commercial uses. Further, patrons are drawn to the Arts District and nearby Downtown neighborhoods due to the shopping, entertainment, and dining experiences available to them, and offering a full line of alcoholic beverages at these uses on the Project Site. The sale, dispensing, and consumption of a full-line of alcoholic beverages, in conjunction with the operations of the proposed retail and restaurant uses, would be an added amenity for residents and patrons of the Project, and will thus help to conserve and strengthen viable economic development, and support a strong and competitive commercial sector, in the Community Plan area. Therefore, the Project substantially conforms with the purposes, intent and provisions of the General Plan and the Community Plan.

As discussed above, the Project is consistent with the surrounding development within the Community Plan area. No specific plans are applicable to the Project Site. 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 RIO Overlay Zone is silent with regards to alcohol sales. Based on the above, the requested Main Conditional Use Permit for the dispensing of alcohol would substantially conform with the purpose, intent and provisions of the General Plan and the applicable community plan.

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

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

The Project requests a Main Conditional Use Permit (MCUP) to allow for the sales and service of a full-line of alcoholic beverages for on-site consumption in conjunction with 10 commercial establishments (i.e., restaurant and retail uses). While the specific tenants or uses have not yet been identified, the Project would be limited to commercial uses

permitted in the C2 Zone, pending approval of the Project's associated requested General Plan Amendment and Vesting Zone and Height District Change entitlements. The Main Conditional Use Permit provides an umbrella entitlement with general conditions that apply to up to 10 of the commercial establishments serving the Project. These conditions include, but are not limited to, security measures such as a camera surveillance system and appropriate lighting in the evening hours, hours of operation, prohibition of after-hours use, except routine clean-up, and of dancing and adult entertainment. Additionally, within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program.

Furthermore, all music, sound or noise which is under the control of the Project Applicant shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Project Applicant will be required to maintain the premises and sidewalk in good condition. These conditions would be supplemented by more specific conditions designed to address the characteristics of each individual establishment a Plan Approval which will be required, prior to the effectuation of the approval for each respective tenancy identified above, where more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and LAPD have the opportunity to comment and recommend any conditions, including the maximum number of indoor seats, as determined by the Department of Building and Safety.

The Project would provide eyes on the streets given its mix of commercial and residential uses and would likewise conform with security measures as required by the Main Conditional Use Permit. Therefore, as conditioned, the request to allow the sale of alcoholic beverages for on-site consumption within up to 10 establishments in conjunction with the proposed uses would not adversely affect the welfare of the community.

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

According to the California State Department of Alcoholic Beverage Control (ABC) licensing criteria, three (3) on-site and one (1) off-site licenses are authorized for the subject Census Tract Number 2060.31. Within the subject Census Tract there are currently a total of 91 active licenses, including, 79 on-site and 12 off-site licenses. As such, the number of existing on-site licenses within the census tract where the Project Site is located exceeds ABC guidelines.

According to statistics provided by the Los Angeles Police Department's Central Division Vice Unit, within Crime Reporting District No. 1309, which has jurisdiction over the Project Site, a total of 466 crimes were reported in 2020 (313 Part I and 153 Part II crimes), compared to the citywide average of 141 crimes and the total High Crime Reporting Districts average of 169 crimes for the same reporting period. The vast majority of Part I Crimes are reported as larceny. Part II Crimes reported include, Narcotics (20), Liquor

Laws (0), Public Drunkenness (0), Disturbing the Peace (0), Disorderly Conduct (0), Gambling (0), DUI related (29) and other offenses (55). These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

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

Additionally, the 10 proposed establishments are part of a larger development, which would benefit from oversight of the building complex as a whole. Moreover, included in this grant are a number of general conditions that would act to minimize any impacts that might be generated by alcohol serving establishments including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site or off-site consumption as a part of this MCUP must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, and create measures, which will minimize any impact that might be generated by each individual establishment seeking to sell alcoholic beverage. Likewise, any concerns associated with any individual establishment can be addressed in more detail through the Plan Approval process, which will provide an opportunity to consider more specific operational characteristics when a tenant is identified and the details of each establishment are highlighted.

The Project will not adversely affect community welfare because the proposed restaurant and retail are desirable uses would be located in an area that permits commercial uses. In this case, the Project would provide a convenience and new amenity to visitors and residents in the immediate neighborhood and, as conditioned, will not negatively impact the area. As such, the proposed uses in conjunction with the on-site sale, dispensing, and consumption of a full-line of alcoholic beverages would be compatible with the surrounding development and will not adversely affect the welfare of the surrounding community.

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

The area surrounding the Project Site is improved with a range of industrial uses, residential uses, restaurants, and commercial uses contained in low-rise and mid-rise buildings of varying ages.

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

- Two residential buildings located at 726 South Santa Fe Avenue and 2135 East 7th Place and
- One hotel located at 710 South Santa Fe Avenue

As such, the proposed residential and commercial uses are located within proximity of sensitive uses, including residential and hotel uses. Plans submitted by the Applicant show that the 10 potential establishments for which alcohol sales and/or service is being requested, would front Violet Street as well as the Project's proposed internal facing public paseo. While properties along Violet Street are developed with light industrial and commercial uses, the proposed on-site sale of a full line of alcoholic beverages would be compatible with the existing and proposed neighborhood-serving commercial uses (including the 670 Mesquit Project which has requested a Main Conditional Use Permit to for on-site and off-site alcohol sales) within the Central City North Community Plan area. Moreover, included in this grant are several general conditions that will act to minimize any impacts that might be generated by alcohol serving establishments including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site or off-site consumption as a part of this MCUP must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, and create measures, which will minimize any impact that might be generated by each individual establishment seeking to sell alcoholic beverage. Therefore, as conditioned, the Project is not anticipated to have a detrimental effect on any sensitive use in the area.

9. Site Plan Review Findings

The following are the findings for Site Plan Review as required by LAMC 16.05.

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

The Project 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 a residential tower and office building, with up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room. 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. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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: a 36-story residential tower with a maximum height of 425 feet located on the southwest portion of the Site and an eight-story office building with a maximum height of 131 feet located on the eastern portion of the Site. Upon completion, the Project would

include 569,448 square feet of total floor area and 783 vehicle parking spaces provided in six subterranean levels.

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. 2 the Project would be consistent with the purposes, intent and provisions of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element 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.

Additionally, and as discussed under Finding 2 above, the Project would be in substantial conformance with the applicable CRA/LA Central Industrial Redevelopment Plan Goals and would provide a safe and secure environment for employees, residents, and visitors of the Site, while also introducing new development that increases job opportunities, property values, and tax revenues.

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

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

The Project Site is located within the Central City North Community Plan Area. The area surrounding the Project Site is urbanized and improved with a range of industrial uses, residential uses within the Community Plan's South Industrial District, restaurants, and

commercial uses contained in low-rise and mid-rise buildings of varying age. The Project Site is surrounded by a mix of restaurant, retail, office, manufacturing, and hotel uses.

To the west, across the alley, are a mix of one and two-story commercial and manufacturing uses. Restaurant, retail, office, and hotel uses are located in two and three-story buildings to the north, across 7th Place. To the east, is a surface parking lot, railroad tracks, and the Los Angeles River and to the south of the Project Site, across Violet Street, is a vacant parcel and a mix of commercial and manufacturing uses, including a single-story recycling center and distribution facility.

The Project Site is currently improved with seven buildings and 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. In addition, the City has recently issued permits for the conversion of approximately 5,055 square feet of existing retail and warehouse uses to restaurant uses. The two remaining existing buildings, as well as two open sheds, and surface parking areas located on the southern portion of the Site would be demolished.

The Project would include the construction of a new mixed-use development, comprised of a residential tower and office building, with up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 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 39 units) would be set aside for Very Low Income Households. 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 new uses would be located in two new buildings: a 36-story residential tower with a maximum height of 425 feet located on the southwest portion of the Site and an eight-story office building with a maximum height of 131 feet located on the eastern portion of the Site. A pedestrian bridge would be built above the Project's groundfloor paseo, connecting the two new buildings and providing an alternative access point for residences to the residential open space and amenities located in the office building. Access to the bridge would be provided on Floor 11 of the residential tower and Floor 8 of the office building. As conditioned, and notwithstanding LAMC Section 12.21 A.21(e), the Project's residential uses shall not be limited to the floors above the Project's pedestrian bridge. Upon completion, the Project's total floor area would be 569,448 square feet, with a maximum FAR of 6:1. The Project would provide up to 783 vehicle parking spaces within six subterranean levels and would provide 210 long-term and 47 short term bicycle parking spaces.

Height

The five on-site buildings that would be retained as part of the Project and are located on the northern portion of the Site, range in height from one to three stories. As stated above, the Project would include the construction of a new mixed-use development, comprised of 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. The residential tower would be located on the southwest portion of the Site and the office building would be located on the eastern portion of the Site, with frontage along Violet Street and 7th Place. Further, while the office building would be eight stories tall along Violet Street, the proposed building would step

down to four-stories and a maximum height of 36 feet along 7th Place, creating the appearance of a continuous one-to-three-story façade along 7th Place, with the taller eight and 36-story buildings recessed from view.

The proposed 36-story residential tower would be taller than other buildings in the immediate surrounding area, however the Project would be consistent with the Arts District evolving neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes proposed projects such as 670 Mesquit with a 32-story tower and 6AM with a 58-story tower. As such, approval of the Project would allow for the development and use of the Site for residential, retail, restaurant, and office uses consistent with the scale of existing and proposed developments within the surrounding neighborhood.

Bulk & Mass

The area surrounding the Project Site is generally characterized by one- to three-story buildings. The Project includes a new 36-story residential tower along Violet Street and a new eight-story office building along Violet Street that steps down to four stories along 7th Place to mirror the existing buildings' height, that would remain as part of the Project. This creates the appearance of a continuous, but differentiated mass along 7th Place, with bulkier office and residential masses recessed from view. Both residential and office buildings are designed in a rectangular volume that is similar in plan to surrounding structures. The Project would also include a ground floor public paseo providing various pedestrian access points from the alley, 7th Place, and Violet Street, creating an open buffer within the Project Site, and minimizing the perceived massing and density of structures on the Project Site.

The office building would be clad in large glass panels and dark grey trim, which creates a transparent appearance from the public right-of-way and helps to minimize the perceived bulk of the structure. The residential tower is clad in dark gray and white frosted glass, composite cladding, and aluminum framing and arranged in irregular vertical stacks of floor plates inspired by industrial shipping pallets. The unique cladding and irregular facade design would create visual interest and soften the perceived mass of the building in relation to surrounding utilitarian buildings. Additionally, as noted above, proposed projects with filed applications in the immediate vicinity include a 30-story tower located at 670 Mesquit Street and 58-story tower located at the southeast corner of 6th Street and Alameda Street. Like the Project, both structures have angular volumes and when these proposed structures are considered, the Project's bulk and mass is more compatible with surrounding development. As such, the Project would result in an overall massing that is consistent with existing structures along 7th Place and the proposed development on nearby properties. In sum, the proposed bulk and mass would be consistent with the scale of existing and future proposed developments within the surrounding neighborhood.

Setbacks

The Project is requesting a Developer Incentive to permit 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. Due to the pedestrian bridge connecting the office and residential building, LADBS considers the Project as one structure and therefore the request for a side yard reduction is needed. The eight-story office building is designed to the edge of the eastern property line of the Site.

If the Project would be required to comply with the 16-foot side yard setback, the number of provided residential units would be reduced, contributing less overall to the City's goals and the Central City North Community Plan's goal of providing adequate housing for all

persons regardless of income, age, or ethnic background. Additionally, approval of the zero-foot side yard setback contributes to the provision of commercial space which further supports the Arts District's evolving neighborhood from a solely industrial and wholesale district, to a community comprised of creative production and light industrial uses and commercial uses, including retail and restaurant uses. Finally, the residential component of the Site would be required to take up a greater portion of the land area of the Site, limiting efforts to maximize open space areas, pedestrian walkability, and public improvements which serve the Project.

Off-Street Parking and Loading Area

Vehicular access to the Project Site is currently provided via two driveways along Violet Street and one driveway along the alley that abuts the Project Site to the west. Under the Project, vehicular parking for the residential tower would be provided via an ingress/egress driveway through the alleyway on the southwestern side of the Project Site. The Residential loading area would be located immediately south of the residential parking entrance. Vehicular parking for the office building would be provided via an ingress/egress driveway located immediately west of the Violet Street office entrance. A commercial loading dock and loading area are located immediately adjacent to the office parking entrance. All driveways and access would be designed in accordance with the City of Los Angeles Department of Transportation (LADOT) standards. Operation hours for the loading dock would be likely accessible 24 hours a day, seven days per week.

As required by Code, the Project would provide 783 parking spaces within six subterranean levels. By providing parking fully underground, the Project eliminates parking areas as viewed from the street, thereby improving the pedestrian environment and overall aesthetic of the proposed new construction, and fully enclosing any potential light intrusion from parking vehicles. The Project also includes installation of Electric Vehicle (EV) charging stations for 10 percent of the total code-required parking spaces, while 30 percent of the total code-required parking spaces will be capable of supporting future electric vehicle supply equipment (EVSE).

Landscaping

The Project would include 123 trees and landscaping on the ground floor, as well as throughout the outdoor amenity decks located on Floors 4 and 8 of the office building. The landscaping for the Project Site would include both native and adaptive native plant materials. Pursuant to 12.21 G.2(a)(3), the Project would include 347 new live/work units and is therefore required to provide a total of 123 trees on-site. Further, pursuant to LAMC 12.21 G.2(a)(30), the Project is required to landscape at least 25 percent (5,347 square feet) of the required common open space. The Project would exceed this requirement and provide 9,217 square feet of landscaped open space. Additionally, the Project would create an inviting pedestrian environment through the provision of a 12,280 square foot ground floor paseo that would be activated with a variety of seating and planters, display areas for public art, lighting, and a vertical garden. The paseo would be open to the public during business hours and would be gated at each entrance during non-business hours.

Trash Collection

As conditioned, all trash and recycling areas shall be enclosed and not visible from the public right-of-way.

Lighting & Building Signage

The Project would add new live/work units, retail, restaurant, and office uses that would include similar lighting effects as provided from the existing adjacent residential, commercial, and industrial uses, in compliance with LAMC requirements. Additionally, because the Project Site is located adjacent to residential uses (across 7th Place), the

Project has been designed and conditioned to further protect nearby uses from lighting related impacts, including requirements for outdoor lighting to shine downward, be installed with shielding, and be directed onto the Project Site, so that the light source does not directly illuminate any adjacent properties or the above night skies. All parking would be provided underground.

Signage for mixed-use developments typically includes building address identification, commercial retail, wayfinding, and security markings. The Project proposes placing two digital signs, one placed near the ground floor paseo entrance at 7th Place and one placed near the entrance at Violet Street for on-site programming purposes. All signage shall be required to comply with LAMC requirements. In addition, the Project has been conditioned so that there shall be no off-site commercial signage on construction fencing during construction.

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

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

Pursuant to LAMC Section 12.21 G, based on the number of units and the mix of unit types, the Project would be required to provide a minimum of 42,775 square feet of usable open space and a total of 21,388 square feet of common open space (which meets the minimum dimensional requirements per LAMC Section 12.21 G).

Open Space Provided¹ (Sq. Ft.)	
Ground Level (Paseo)	12,280
Ground Floor Community Room	926
Office Level 4 Outdoor Deck ¹	3,469
Residential Level 11 Amenity Room	1,935
Office Level 8 Interior Recreation/Amenity Room	7,829
Office Level 8 Outdoor Amenity/ Residential Level 11	25,321
Private Open Space (Balconies)	17,350
Total Common Open Space Provided	48,291
Total Residential Open Space Provided	65,641
¹ The Office Level 4 deck would be usable for the office employees only.	

The Project would improve habitability for its residents by providing access to on-site recreational amenities. While the Project is required to provide 42,775 square feet of residential open space, residents would have access to 65,641 square feet of open space, exceeding LAMC requirements. The provided open space would include a 12,280 square-foot ground floor paseo, one ground floor community room, an outdoor amenity deck located on Floor 8 of the office building, and two community rooms located on Floor

11 of the residential tower, as well as private open space in the form of residential balconies. A pedestrian bridge, accessible from Floor 11 of the residential tower and Floor 8 of the office building, would provide residences access to the residential open space provided in the office building. The residential and commercial amenities are wholly within the Project Site and are not expected to impact neighboring properties. The amenity deck located on Floor 8 of the office building would provide indoor and outdoor amenities such as a pool deck, a fitness deck, indoor game rooms, and a children's playground. Private open space would be provided through balconies on the residential tower.

To ensure pedestrian connectivity throughout the ground level, the Project would provide a 12,280 square-foot ground floor public paseo that would be accessible to pedestrians from 7th Place, Violet Street, and the public alley during business hours. The paseo would be activated with a variety of seating and planters, public art display areas, and a vertical garden, all of which would be located adjacent to the ground floor commercial uses.

The Project would include a variety of commercial amenity uses, including restaurant and retail uses and would provide outdoor seating and landscaping to accompany the restaurant spaces. Short-term bike parking would be provided along the paseo entrances on the ground level and long-term bike parking would be provided in various bicycle storage rooms for separated office and residential use on Level P1 of the subterranean parking. Residents would be able to dine on-site and use the public spaces during hours of operation.

By combining design, density, and indoor and outdoor open spaces, the Project would add to the residents' livability. As proposed, the Project would be providing open space in excess of what is required by the LAMC and has programmed the open space to take into consideration the varying recreational needs of the future residents and visitors. Therefore, the Project would provide recreational and service amenities to improve the habitability for its residents and minimize impacts on neighboring properties.

CEQA Findings

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) (Case Number 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, Final EIR, and Erratum, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the 2143 Violet Street Project (Project), located at 2117-2147 East Violet Street and 2118-2147 East 7th Place, Los Angeles, CA 90021 (Site or Project Site).

The Project as analyzed in the EIR, involves the construction and operation of a new mixed-use development on a 96,523-square-foot site (Project Site) located in the Central City North Community Plan area of the City of Los Angeles (the Project). The Project would include 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 be located 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 be 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 be removed. Upon completion, up to 569,448 square feet of floor area would be 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 Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and could be accessed and reviewed by members of the public by appointment with the Planning Department. Additionally, due to the circumstances created by the COVID-19 pandemic, copies of the Draft EIR were made available to the public on CD-ROM or in hard copy upon request to the Department of City Planning at the contact information listed on the NOC/NOA. A copy of the document was also posted online at <https://planning.lacity.org>. Notices were filed with the County Clerk on June 18, 2020, but due to delays caused by the COVID-19 pandemic, were not physically posted until June 19, 2020. However, the posting of notices in this instance was excused as a result of the COVID-19 pandemic pursuant to the Governor's Executive Order No. N-54-40.

The Final EIR was then distributed in December 2020 and an Errata was published in February 2021. The Advisory Agency certified the EIR on February 23, 2021 ("Certified EIR") in conjunction with the approval of the Project's Tract Map (VTT-74890-CN). In connection with the certification of the EIR, the Advisory Agency adopted CEQA findings and a mitigation monitoring program. The Advisory Agency adopted the mitigation monitoring program in the EIR as a condition of approval. This decision was appealed and is pending decision by the City Planning Commission concurrent with the subject case. All mitigation measures in the Mitigation Monitoring Program are also imposed on the Project through Conditions of Approval of CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

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 has arisen since the approval of the Project. 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 N. 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, Final EIR, and Errata, are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/eir> (to locate the documents, search for the environmental case number). Due to government facility closures as a result of the COVID-19 crisis, the Draft and Final EIR documents could not be made available at a public library. However, consistent with state emergency orders, the public was notified of an ability to call or email the City for alternative modes to access the documents or to schedule an appointment to review the documents at the City of Los Angeles, Department of City Planning,

221 North Figueroa Street, Suite 1450, Los Angeles, CA 90012, during office hours Monday - Friday, 9:00 a.m. - 4:00 p.m.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

A joint public hearing was held telephonically via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on December 23, 2020 for the Project entitlements and subdivision and was attended by approximately 15 individuals. At the public hearing, testimony was provided by the Project team; 12 people spoke, of which 11 were in favor of the Project, while one speaker was opposed to the Project. Testimony was provided by the following organizations: Southwest Regional Council of Carpenters, Sheetmetal Workers, UA Plumbers Local 78, IBEW Electrical 11, and CREED LA.

Summary of Public Hearing Testimony

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

- Overview of Project Entitlement requests;
- Overview of the housing, office, commercial and design elements; and
- The ground floor activation through use of the landscaped paseo and commercial spaces.

Support for the Project focused on the following:

- The need for more affordable housing in the City;
- The requirement for the Project to provide prevailing wage jobs; and
- The overall job production of the Project.

Opposition focused on the following:

- Greenhouse Gas Emissions mitigation lacking;
- Significant and unavoidable Transportation impacts;
- The Air Quality section of the DEIR underestimating the construction impacts; and
- The need for a Health Risk Assessment to analyze nearby sensitive receptors.

Communications Received

Prior to the public hearing, one letter of support for the Project was received from the Downtown Neighborhood Council and one letter of opposition was submitted on behalf of the Southwest Regional Council of Carpenters the day before the public Hearing. The letter provided comments on environmental topics including air quality, greenhouse gas emissions, public health, land use, vibration, and transportation, and included a technical appendix from Matt Hagemann, P.G., C.Hg. and Paul Rosenfeld Ph.D. of Soil/Water/Air Projection Enterprise (SWAPE). The City has reviewed the letter and provided written responses to all comments, including the technical appendix. The letter and City's responses are available as part of the Project's administrative case file.

2143 VIOLET STREET

2117-2147 E.VIOLET STREET; 2118-2142 E. 7TH PLACE

MIXED-USE DEVELOPMENT ENTITLEMENT PACKAGE

LOS ANGELES, CALIFORNIA

26.03.2021

DRAWING LIST

100 - SERIES - CONTEXT & DESIGN RATIONALE

- A.101 COVERSHEET/DRAWING LIST
- A.102 STATISTICS SUMMARY
- A.103 STATISTICS
- A.104 SURVEY PLAN SHEET 01
- A.105 SURVEY PLAN SHEET 02
- A.106 PLOT PLAN
- A.107 SITE PHOTOS
- A.108 DEVELOPMENT CONTEXT
- A.109 HEIGHT CONTEXT
- A.110 PROJECT INTRODUCTION
- A.111 FORM & MASSING
- A.112 RENDERING 1
- A.113 RENDERING 2
- A.114 RENDERING 3
- A.115 RENDERING 4
- A.116 PROGRAM
- A.117 PUBLIC BENEFIT
- A.118 CLIMATE-ADAPTED DESIGN
- A.119 FACADE & MATERIALS

200 - SERIES - PLANS

- A.201 PARKING P6
- A.202 PARKING P5
- A.203 PARKING P2-P4
- A.204 PARKING P1
- A.205 LEVEL 1 (GROUND) PLAN
- A.206 RES. BLDG. LEVEL 2-4 / OFFICE BLDG. LEVEL 2-3 TYP. PLAN
- A.207 RES. BLDG. LEVEL 5 / OFFICE BLDG. LEVEL 4 PLAN
- A.208 RES. BLDG. LEVEL 6-10 / OFFICE BLDG. LEVEL 5-7 TYP. PLAN
- A.209 RES. AMENITY UPPER LEVEL (RES. LEVEL 11 / OFFICE LEVEL 8)
- A.210 RES. BLDG. LEVEL 12-23 TYP. PLAN
- A.211 RES. BLDG. LEVEL 24-33 TYP. PLAN
- A.212 RES. BLDG. LEVEL 34-36 TYP. PLAN
- A.213 ROOF PLAN

300 - SERIES - SECTIONS

- A.301 SECTION AA
- A.302 SECTION BB
- A.303 SECTION CC

400 - SERIES - ELEVATIONS

- A.401 NORTH ELEVATION
- A.402 SOUTH ELEVATION
- A.403 EAST ELEVATION
- A.404 WEST ELEVATION
- A.405 OFFICE BLDG. WEST ELEVATION
- A.406 RES. BLDG. EAST ELEVATION

L - SERIES - LANDSCAPE

- L0.0 COVER SHEET
- L0.1 LANDSCAPE DESIGN CONSIDERATIONS
- L0.2 SITE PLAN
- L1.0 LANDSCAPE MATERIALS PLAN - GROUND LEVEL
- L1.1 LANDSCAPE PLANTING PLAN - GROUND LEVEL
- L1.2 LANDSCAPE HYDROZONE PLAN - GROUND LEVEL
- L1.3 LANDSCAPE LIGHTING PLAN - GROUND LEVEL
- L2.0 MATERIALS PLAN - UPPER LEVEL AMENITIES
- L2.1 PLANTING PLAN - UPPER LEVEL AMENITIES
- L2.2 HYDROZONE PLAN - UPPER LEVEL AMENITIES
- L2.3 LIGHTING PLAN - UPPER LEVEL AMENITIES
- L3.0 PLANT LIST + IMAGES
- L4.0 PRECEDENT IMAGES - GROUND LEVEL
- L4.1 PRECEDENT IMAGES - OFFICE / RESIDENTIAL AMENITIES
- L4.2 PRECEDENT IMAGES - OFFICE / RESIDENTIAL AMENITIES

EXHIBIT "A"
Page No. 1 of 63
Case No. CPC-2017-437-GRAN-V023-14D-V03-MCUB-SPE

SITE

CIVIC ADDRESS:
2143 Violet Street, Los Angeles, CA, USA

LEGAL DESCRIPTION:
Lots 1 -16 of TRACT NO. 10054 in the County of Los Angeles, State of California.
Assessor's Parcel Number:
5166-003-010, 5166-003-012, 5166-003-006

TEAM



onni
group

OWNER'S REPRESENTATIVE
Mr. Mark Spector, VP of Development, California
ONNI GROUP, 315 W 9th Street, Suite 801
Los Angeles, CA 90015
213.629.2041 mkershaw@onni.com



AM A

DESIGN ARCHITECT
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EXECUTIVE ARCHITECT

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562.926.8801 info@m-aud.com

LANDSCAPE ARCHITECT

Loci Architects
604.694.0053 mike@locidesign.ca

ENVIRONMENTAL CONSULTANT

Advantage Environmental Consultants
145 Vallecitos de Oro, Suite 201
San Marcos, CA 92069

SURVEYOR

O.K.O. Engineering
23671 Birtcher Drive, Lake Forest, CA 92630
949.597.3577

DRAWN	BY	CHK	INT	SCALE
				DRAWING DATE
				2020-12-14
2143 VIOLET, LOS ANGELES CALIFORNIA				
PROJECT				
COVER SHEET & DRAWING LIST				
TITLE				
PROJECT NUMBER			ISSUE NO.	
201602			3	
DRAWING NUMBER				A.101

STATISTICS

PROJECT INFORMATION

F.A.R. 6.00	LEGAL ADDRESS:	2143 VIOLET STREET, LOS ANGELES, CALIFORNIA		
	LEGAL DESCRIPTION:	REFER TO ATTACHED SURVEY PLANS		
	SITE AREA:	96,523		[SQ. FT.]
	BUILDABLE AREA:	94,946		[SQ. FT.]
	EXISTING ZONING:	M3-1		
	PROPOSED ZONING:	(T)IQC2-2-RIO		
	MAX HEIGHT ALLOWED	-		
	MAX HEIGHT PROPOSED	424.76'		
	# OF STOREYS	36		
	DEDICATIONS			
	VIOLET STREET	3'		
	7TH PLACE	3'		
	ALLEY	2.5'		
		RES. BUILDING		OFFICE BUILDING
BUILDING LENGTH (VIOLET ST.)	90' 10"		215' 11' 83/128"	
BUILDING WIDTH (ALLEY)	131' 6 1/2"		-	
BUILDING LENGTH (E. 7TH PL.)	-		36'	
BUILDING WIDTH (RAILWAY)	-		239' 9 23/128"	

F.A.R. BREAKDOWN

LAND USE	EXISTING BUILDINGS CURRENT	EXISTING BUILDINGS RECONFIGURED	PROPOSED RESIDENTIAL TOWER	PROPOSED OFFICE TOWER	PROPOSED TOTAL	DEVELOPMENT TOTAL
Live/Work Units	347	347	0	347	347	353
Live/Work Bldg. Area	28,699	21,855	294,426	8,178	302,604	324,459
Office Bldg. Area	6,983	6,983	0	187,374	187,374	194,357
Commercial Area	25,739	25,739	4,047	17,811	21,858	47,597
Warehouse Area	2,109	2,109	0	0	2,109	2,109
Artist Exhibition	0	0	0	926	926	926
TOTAL AREA	63,530	56,684	298,473	214,289	512,762	569,448
F.A.R.	0.67	0.60	3.14	2.26	5.40	6.00

Residential Tower					
HEIGHT	FLOOR	FAR	USE	AMENITY	COMMERCIAL
20.67	1	12,225.49	Ground Floor / Commercial	-	4,047.00
10.67	2	8,178.49	Residential	-	-
10.67	3	8,178.49	Residential	-	-
10.67	4	8,178.49	Residential	-	-
10.67	5	8,178.49	Residential	-	-
10.67	6	8,178.49	Residential	-	-
10.67	7	8,178.49	Residential	-	-
10.67	8	8,178.49	Residential	-	-
10.67	9	8,178.49	Residential	-	-
10.67	10	8,178.49	Residential	-	-
10.67	11	8,178.49	Res / Amenity	1,935.00	-
10.67	12	8,178.49	Residential	-	-
10.67	13	8,178.49	Residential	-	-
10.67	14	8,178.49	Residential	-	-
10.67	15	8,178.49	Residential	-	-
10.67	16	8,178.49	Residential	-	-
10.67	17	8,178.49	Residential	-	-
10.67	18	8,178.49	Residential	-	-
10.67	19	8,178.49	Residential	-	-
10.67	20	8,178.49	Residential	-	-
10.67	21	8,178.49	Residential	-	-
10.67	22	8,178.49	Residential	-	-
10.67	23	8,178.49	Residential	-	-
10.67	24	8,178.49	Residential	-	-
10.67	25	8,178.49	Residential	-	-
10.67	26	8,178.49	Residential	-	-
10.67	27	8,178.49	Residential	-	-
10.67	28	8,178.49	Residential	-	-
10.67	29	8,178.49	Residential	-	-
10.67	30	8,178.49	Residential	-	-
10.67	31	8,178.49	Residential	-	-
10.67	32	8,178.49	Residential	-	-
10.67	33	8,178.49	Residential	-	-
15.67	34	8,178.49	Residential	-	-
15.67	35	8,178.49	Residential	-	-
15.67	36	8,178.49	Residential	-	-
15.75	37	-	MFP	-	-
424.76		298,472.51		1,935.00	4,047.00
	FAR	3.14		0.02	0.04
Reconfigured Existing Buildings					
HEIGHT	FLOOR	FAR	USE	AMENITY	COMMERCIAL
		56,686.00	Existing Buildings	-	-
		56,686.00		-	-
Office Tower					
HEIGHT	FLOOR	FAR	USE	AMENITY	COMMERCIAL
20.67	1	31,000.00	Ground Floor / Commercial / Office	926.00	17,811.00
15.00	2	30,000.00	Office	-	-
15.00	3	30,000.00	Office	-	-
15.00	4	30,000.00	Office	-	-
15.00	5	30,000.00	Office	-	-
15.00	6	30,000.00	Office	-	-
14.67	7	25,111.00	Office	-	-
15.67	8	8,178.49	Res / Amenity	7,829.00	-
15.75	9	-	MFP	-	-
141.75		214,289.49		8,755.00	17,811.00
		2.22		0.09	0.19
TOTAL		FAR		AMENITY	COMMERCIAL
Res. Tower		294,425.51		9,764.00	4,047.00
Office Tower		195,552.49		-	17,811.00
Commercial		21,858.00		-	-
Artist Exhibition		926.00		926.00	-
Existing		56,686.00		-	-
Combined		569,448.00		10,490.00	21,858.00
		569,448		10,490.00	21,858.00
Total FAR		6.00		0.11	0.23

PARKING CALCULATION

REQUIRED VEHICLE STALL				PROVIDED VEHICLE STALL			
PROGRAM	AREA or UNIT COUNT	RATE	STALLS	PROGRAM	AREA or UNITS	RATE	STALLS
STUDIO	0	1 STALL / UNIT (a)	0	STUDIO	0	1 STALL / UNIT (a)	0
1 BED	144	1 STALL / UNIT (a)	144	1 BED	144	1 STALL / UNIT (a)	144
1 BED + DEN	83	1.25 STALLS / UNIT (a)	104	1 BED + DEN	83	1.25 STALLS / UNIT (a)	104
2 BED	40	1.25 STALLS / UNIT (a)	50	2 BED	40	1.25 STALLS / UNIT (a)	50
2 BED + DEN	47	1.25 STALLS / UNIT (a)	59	2 BED + DEN	47	1.25 STALLS / UNIT (a)	59
3 BED	13	1.25 STALLS / UNIT (a)	16	3 BED	13	1.25 STALLS / UNIT (a)	16
OFFICE	187,374	2 STALLS / 1,000 SQ.FT. (b)	375	OFFICE	187,374	2 STALLS / 1,000 SQ.FT. (b)	375
COMMERCIAL	21,858	2 STALLS / 1,000 SQ.FT. (b)	44	COMMERCIAL	21,858	2 STALLS / 1,000 SQ.FT. (b)	44
EXISTING	56,686	PER COVENANT	24	EXISTING	56,686	PER COVENANT	24
REDUCTION			58	REDUCTION			58
TOTAL RESIDENTIAL PARKING REQUIRED			340	TOTAL RESIDENTIAL PARKING REQUIRED			340
TOTAL OFFICE & COMMERCIAL PARKING REQUIRED			419	TOTAL OFFICE & COMMERCIAL PARKING REQUIRED			419
			783				783

PROVIDED VEHICLE STALL BREAKDOWN											
FLOOR	HEIGHT (FEET)	GROSS AREA	A.D.A.	SINGLE STANDARD	SINGLE COMPACT	TANDEM STANDARD	TANDEM COMPACT	ELECTRIC VEHICLE	EVSE	STALL PROVIDED	
P6 LEVEL	10 / 8/12	58106	1	77	23	19	-	6	26	133	
P5 LEVEL	10 / 8/12	58106	1	77	23	19	-	6	26	133	
P4 LEVEL	10 / 8/12	58106	4	75	19	19	-	7	26	131	
P3 LEVEL	10 / 8/12	58106	4	75	19	19	-	7	26	131	
P2 LEVEL	10 / 8/12	58106	4	75	19	19	-	7	26	131	
P1 LEVEL	15	53702	5	66	19	18	-	7	18	124	
	68 / 4/12	346,236	19	445	122	113	0	40	157	783	
			A.D.A. STALL REQUIRED	MIN. STANDARD STALL	MAX. COMPACT STALL			EV STALL PROVIDED	EVSE STALL PROVIDED	EV % OF TOTAL	
			16	470	313			40	20%	5%	
			A.D.A. VAN STALL REQUIRED					WIDE EV STALL PROVIDED			
			3					4			

BICYCLE PARKING CALCULATION

REQUIRED BICYCLE STALL						
PROGRAM	AREA or UNIT COUNT	RATE (d)	SHORT-TERM BICYCLE STALLS	RATE(d)	LONG-TERM BICYCLE STALLS	TOTAL REQUIRED
LIVE/WORK UNITS	1 to 25 UNITS	25	1 STALL / 10 UNITS	3	1 STALL / 1 UNIT	25
	26 to 100 UNITS	75	1 STALL / 15 UNITS	5	1 STALL / 1.5 UNITS	50
	101 to 200 UNITS	100	1 STALL / 20 UNITS	5	1 STALL / 2 UNITS	50
	201+ UNITS	147	1 STALL / 40 UNITS	4	1 STALL / 4 UNITS	37
OFFICE						
COMMERCIAL	187,374	1 STALL / 10,000 SQ.FT.	19	1 STALL / 5,000 SQ.FT.	37	56
	21,858	1 STALL / 2,000 SQ.FT.	11	1 STALL / 2,000 SQ.FT.	11	22
TOTAL RESIDENTIAL PARKING REQUIRED			17		162	179
TOTAL OFFICE & COMMERCIAL PARKING REQUIRED			30		48	79
			47		210	257

FLOOR	SHORT-TERM BICYCLE STALLS PROVIDED	LONG-TERM BICYCLE STALLS PROVIDED
P6 LEVEL	-	-
P5 LEVEL	-	-
P4 LEVEL	-	-
P3 LEVEL	-	-
P2 LEVEL	-	-
P1 LEVEL	-	210
GROUND LEVEL	47	
TOTAL BICYCLE STALLS PROVIDED	47	210

Notes:

- [a] Requirement for Central City Area exception. Source: City of Los Angeles Municipal Code, Section 12.21A.4(p).
- [b] Requirement for enterprise zones. Source: City of Los Angeles Municipal Code, Section 12.21A.4(x)(3).
- [c] Source: City of Los Angeles Municipal Code, Section 12.21.A.4.
- [d] Bicycle Parking per City of Los Angeles Ordinance #185480

OPEN SPACE ANALYSIS

RESIDENTIAL OPEN SPACE REQUIREMENTS		
OPEN SPACE REQUIREMENTS: PER LA CITY ZONING CODE, SECTION 12.21 (G)(2)	UNITS	OPEN SPACE REQUIRED [SQ. FT.]
100 S.F. FOR UNITS < 3 HABITABLE ROOMS	144	14400
125 S.F. FOR UNITS < 3 HABITABLE ROOMS	143	17875
175 S.F. FOR UNITS > 3 HABITABLE ROOMS	60	10500
TOTAL REQUIRED:		42775

RESIDENTIAL COMMON OPEN SPACE REQUIREMENTS		
COMMON OPEN SPACE REQUIREMENTS: PER ZONING CODE, SECTION 12.21 (G) 2.A.1.iv		COMMON OPEN SPACE SPACE REQ'D (SF)
MIN. 50% OF TOTAL OPEN SPACE	42,775 x 50%	21388

PLANTED GROUND COVER IN COMMON OPEN SPACE: PER ZONING CODE, SECTION 12.21 (G) 2.A.3		PLANTED GROUND COVER REQ'D (SF)
MIN. 25% OF COMMON OPEN SPACE	21,388 x 25%	5347

TREES REQUIRED	TREES REQUIRED:
PER ZONING CODE, SECTION 12.21 (G) 2 A.3	
TREES PROVIDED - 24" BOX OR GREATER	-UNITS / 4 = 87
MITIGATION TREES	1 TO 1 15
PROTECTED TREES	4 TO 1 4
TOTAL REQUIRED:	106

RECREATION ROOM CONTRIBUTING TO COMMON OPEN SPACE: PER ZONING CODE, SECTION 12.21 (G) 2.A.4.i		MAX. OF COMMON OPEN SPACE (SF)
TO A MAXIMUM OF 25% OF USABLE OPEN SPACE	42,775 x 25%	10694

RESIDENTIAL PRIVATE OPEN SPACE REQUIREMENTS		
PER ZONING CODE, SECTION 12.21 (G) 2.B.2.i		PRIVATE OPEN SPACE REQUIRED (SQ.FT.)
MIN 50SQ.FT./DWELLING UNIT	347 UNIT x 50 SQ.FT.	17350

RESIDENTIAL OPEN SPACE PROVIDED

	COMMON OPEN SPACE 12.21 @ 2 A	PRIVATE OPEN SPACE 12.21 @ 2 B	TOTAL OPEN SPACE
RECREATION/AMENITY ROOMS (BOTH TOWERS)*	10650	-	10650
GROUND LEVEL (2280)	12280	-	12280
OFFICE LEVEL 9/RES. LEVEL 11 (RES. AMENITY UPPER LEVEL)	25321	-	25321
PRIVATE OPEN SPACE (BALCONY COUNTED MAX 50SF/UNIT)**		17350	17350
TOTAL PROVIDED	48291	17350	65641
TOTAL REQUIRED	21388	17350	42738

* MAX 25% CONTRIBUTED TO TOTAL OPEN SPACE PER 12.21 G 2.A.4.i
** MAX 100SF/DWELLING UNIT CONTRIBUTED TO TOTAL OPEN SPACE PER 12.21 G 2.B.2.i

PLANTED GROUND COVER PROVIDED	
	PLANTED GROUND COVER (SF)
TOTAL PROVIDED	9217
TOTAL REQUIRED	5,347

TREES REQUIRED PER ZONING CODE, SECTION 12.21 (G) 2.A.3	TREES PROVIDED
GROUND LEVEL	13
LEVEL 4 (OFFICE AMENITY)	21
OFFICE LEVEL 8/RES. LEVEL 11 (RES. AMENITY UPPER LEVEL)	89
PROTECTED TREES (SEE TREE PROTECTION REPORT)	0
TOTAL PROVIDED***	123
TOTAL REQUIRED	106

ENTITLEMENT PKG. REVISION	2021-03-11
ENTITLEMENT PKG. REVISION	2021-01-19
ENTITLEMENT PKG. REVISION	2020-04-07
ISSUED FOR ENTITLEMENT PKG.	2018-09-28

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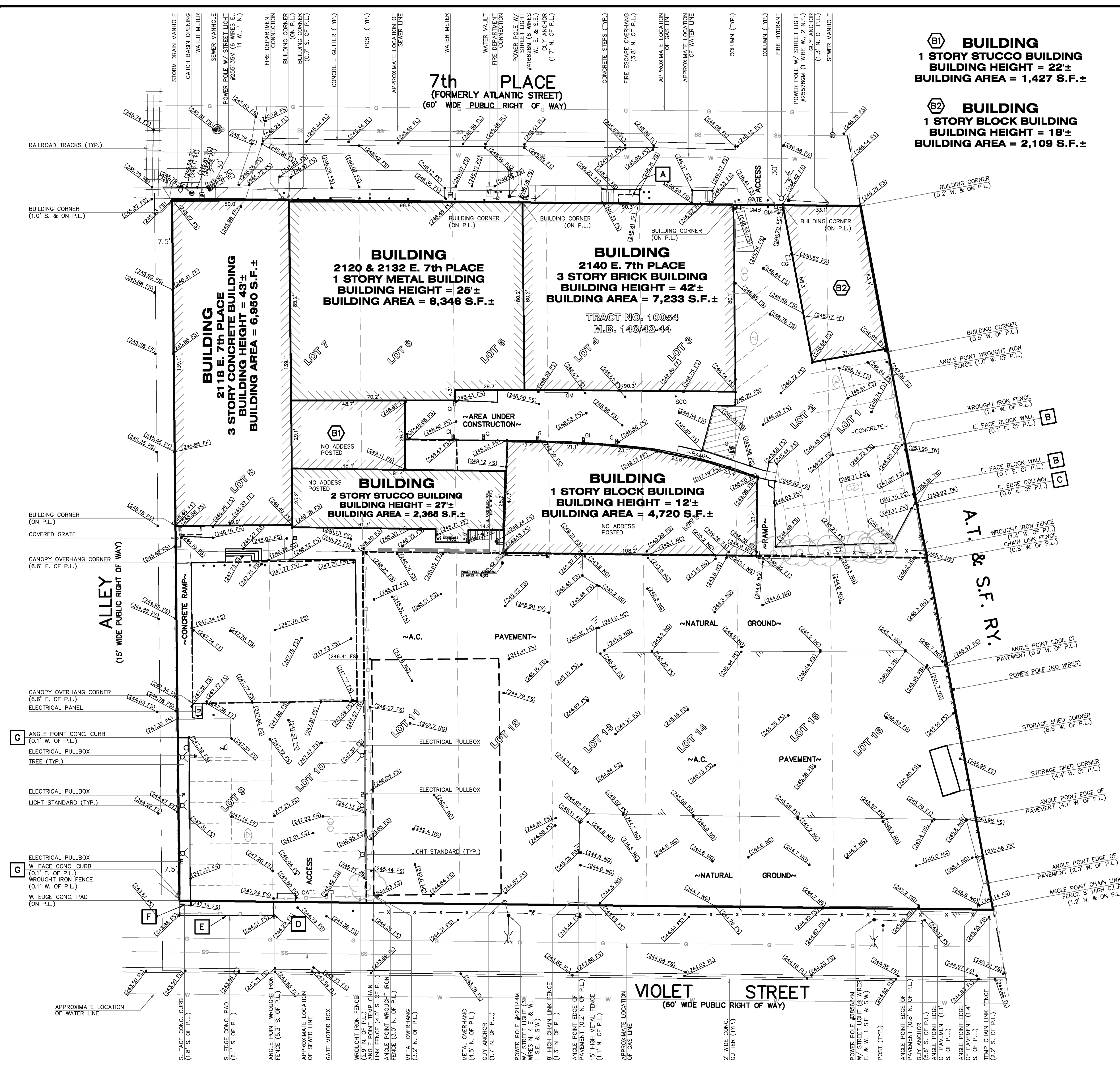
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				DRAWING DATE
				2021-01-19

2143 VIOLET,
LOS ANGELES
CALIFORNIA

STATISTICS

TITLE	
PROJECT NUMBER 201602	ISSUE NO.
	3
DRAWING NUMBER	

A.103

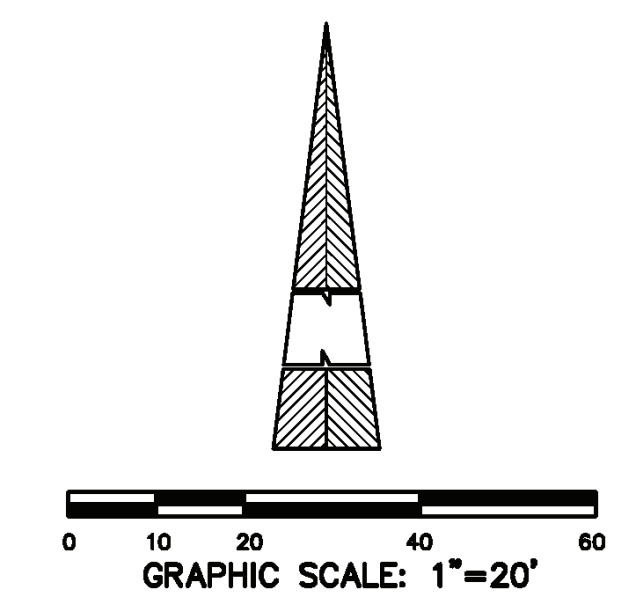


LEGEND

N. S. E. W. TYP. P.L. NO. A.C. R. M. C.L. P.O.B. CONC. FD. W. ELY WLY L/A CO GMB G G SCO	NORTH SOUTH EAST WEST TYPICAL DIAMETER PROPERTY LINE NUMBER ASPHALT CONCRETE RECORD MEASURED CENTER LINE POINT OF BEGINNING CONCRETE FOUND WITH EASTERLY WESTERLY LANDSCAPED AREA COVERED GRATE GATE MOTOR BOX GAS METER GRATE INLET SEWER CLEANOUT NUMBER OF PARKING STALLS	TREE TELEPHONE MANHOLE SEWER MANHOLE STORM DRAIN MANHOLE SIGN CENTERLINE SYMBOL
--	--	---

- STATEMENT OF ENCROACHMENTS:**
- A FIRE ESCAPE OVERHANG LIES 3.8' NORTH OF PROPERTY LINE.
 - B EAST FACE BLOCK WALL LIES 0.1' EAST OF PROPERTY LINE.
 - C EAST EDGE COLUMN LIES 0.6' EAST OF PROPERTY LINE.
 - D ANGLE POINT WROUGHT IRON FENCE LIES 5.3' SOUTH OF PROPERTY LINE.
 - E SOUTH EDGE CONCRETE PAD LIES 6.1' SOUTH OF PROPERTY LINE.
 - F SOUTH FACE CONCRETE CURB LIES 1.8' SOUTH OF PROPERTY LINE.
 - G WEST FACE CONCRETE CURB LIES 0.1' WEST OF PROPERTY LINE.

BENCH MARK:
CITY OF LOS ANGELES BM #12-01193
WIRE SPIKE IN WEST CURB SANTA FE AVENUE; 43 FEET NORTH OF VIOLET STREET.
ELEVATION = 243.554 (NAVD88, 2000 ADJUSTMENT)



THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION WITHOUT THE ABOVE APPROVALS FOR WITHOUT THE REQUIRED PERMITS BEING OBTAINED.	
REVISIONS	APPD
DATE	
DESCRIPTION	
NO.	
PROJECT ENGINEER: O.K.O. ENGINEERING INC. CIVIL ENGINEERS/SURVEYORS/STRUCTURAL/ & CAD SPECIALISTS 23671 BIRCHER DRIVE LAKE FOREST, CALIFORNIA 92630 949/597-3577 FAX 949/597-3579	
DATE	12/21/16
SCALE	1"=20'
DRAWN	C.A.
CHECKED	M.F.
SHEET TITLE	ALTA/NSPS LAND TITLE SURVEY
SITE	2118, 2120, 2124 & 2140 E. 7th PLACE 2117 VIOLET STREET LOS ANGELES, CALIFORNIA
SHEET NO.	2

DRAWN BY	CHK	INT	SCALE
DRAWING DATE 08/10/18			
2143 VIOLET, LOS ANGELES, CALIFORNIA			
PROJECT SURVEY PLAN 2 of 2			
TITLE PROJECT NUMBER 201809		ISSUE NO. 1	
DRAWING NUMBER		A.105	

SITE PHOTOS

E 7TH PL



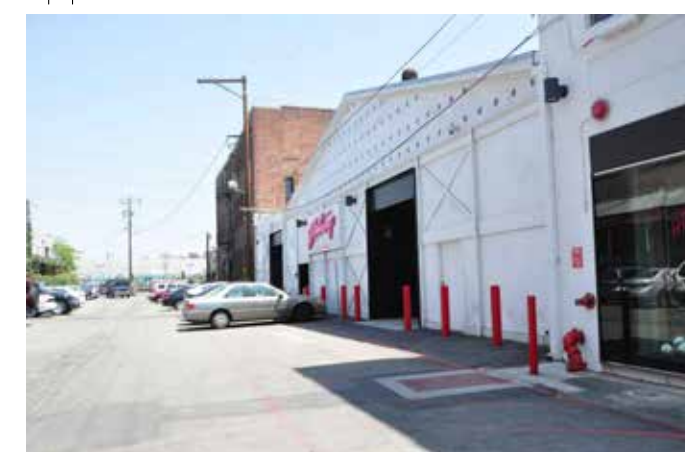
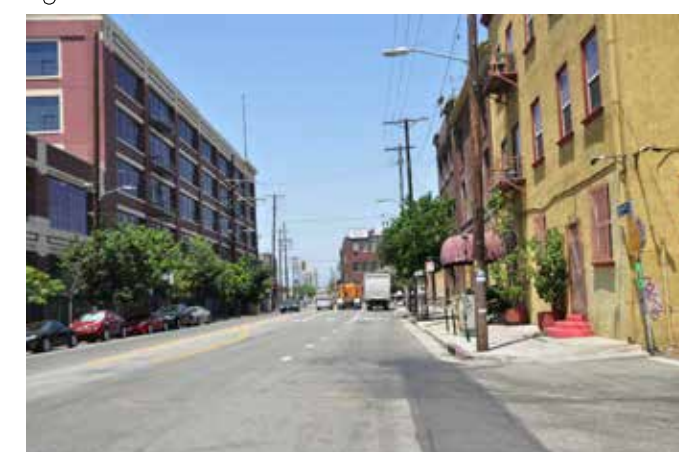
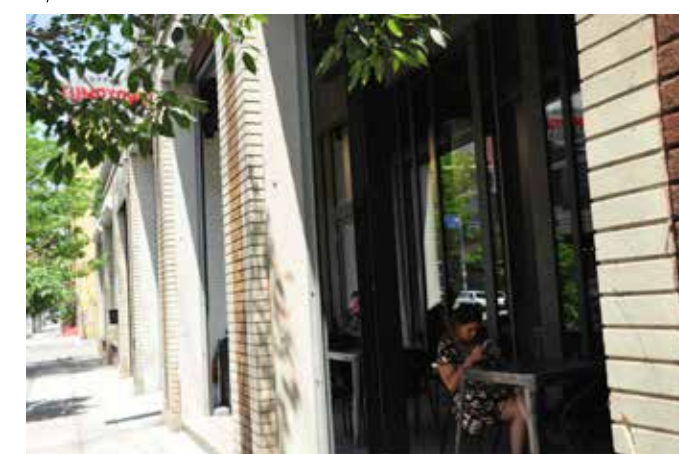
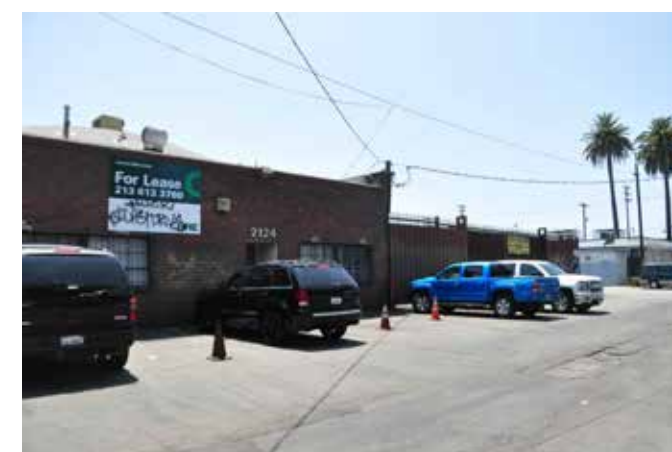
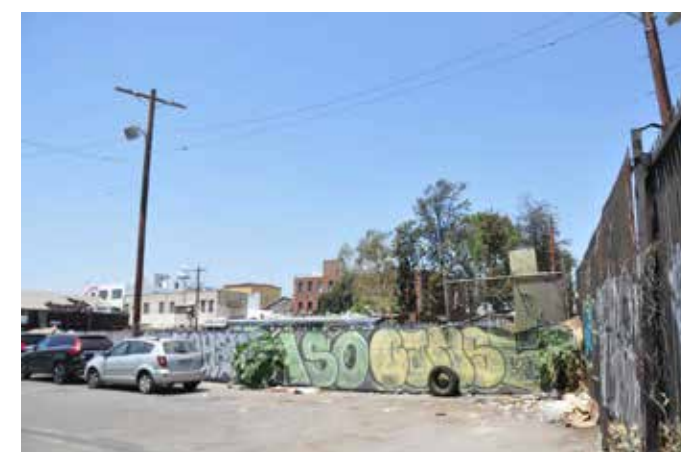
ALLEYWAY WEST TO SITE



VIOLET ST



PARKING LOT EAST TO SITE



3	ENTITLEMENT PKG. REVISION	2020-12-14
2	ENTITLEMENT PKG. REVISION	2020-04-07
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28

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				2020-12-14

2143 VIOLET,
LOS ANGELES
CALIFORNIA

PROJECT

SITE PHOTOS

TITLE

PROJECT NUMBER	201602
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ISSUE NO.

DRAWING NUMBER

A.107

DEVELOPMENT CONTEXT

The Los Angeles Arts District is a vibrant neighborhood with a proud history. From its agricultural roots to its importance as a manufacturing and industrial center, to its emergence as an important hybrid industrial and live/work center, the Arts District continues to increase its presence and importance as a neighborhood that will shape the future of downtown Los Angeles.

Moving forward, the opportunity exists to meet the evolving land use needs to blend industrial and working residential uses within an area that supports liveability and employment.

HISTORIC CONTEXT

View looking east of Jean-Louis Vignes' orchards, circa 1865.



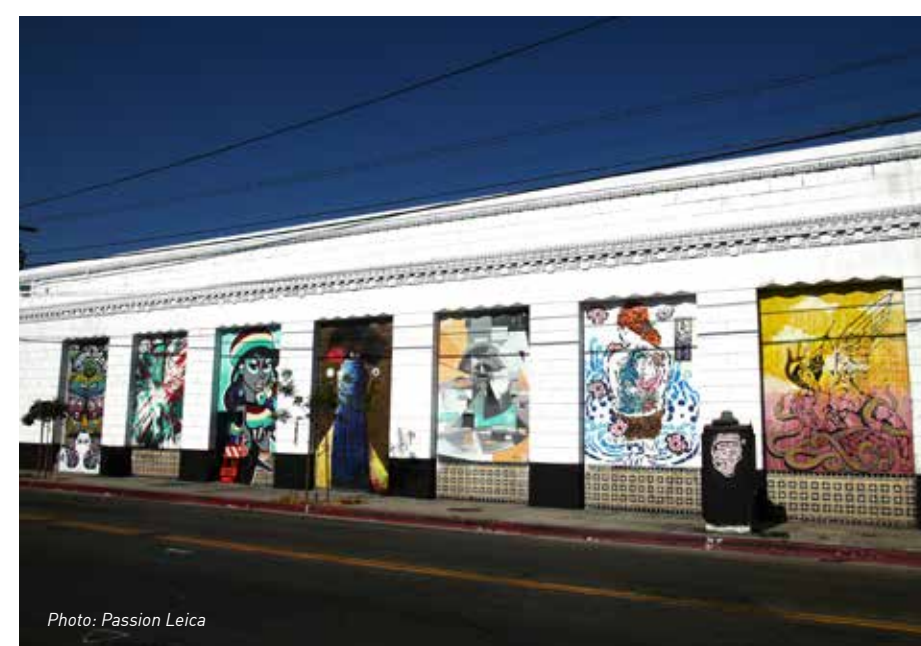
Aerial view of Santa Fe railroad tracks. April 1, 1959.



Challenge Cream & Butter Association, date unknown.

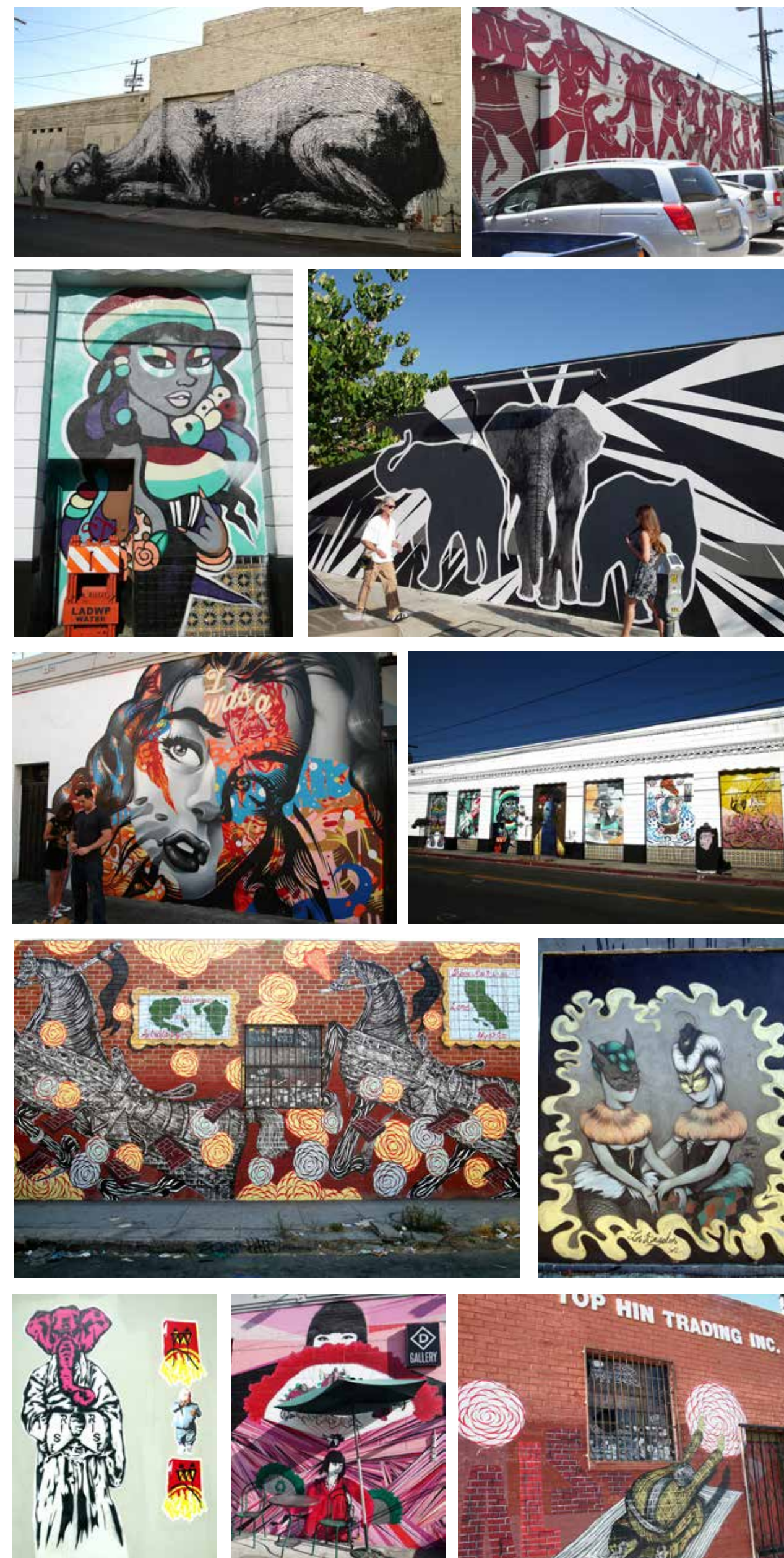


Art Murals on Industrial Buildings in Arts District.



URBAN CONTEXT

ART FAÇADES FOUND WITHIN ARTS DISTRICT:



PHOTOS BY: PASSION LEICA

ARCHITECTURAL CONTEXT

NOTED BUILDINGS & UPCOMING DEVELOPMENTS WITHIN THE ARTS DISTRICT:



IMG: GOOGLE.COM



THE GAREY BUILDING 405 EAST 2ND STREET



PROPOSAL
2136 EAST VIOLET STREET



3	ENTITLEMENT PKG. REVISION	2020-12-14	
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1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28	

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				DRAWING DATE
				2020-12-14

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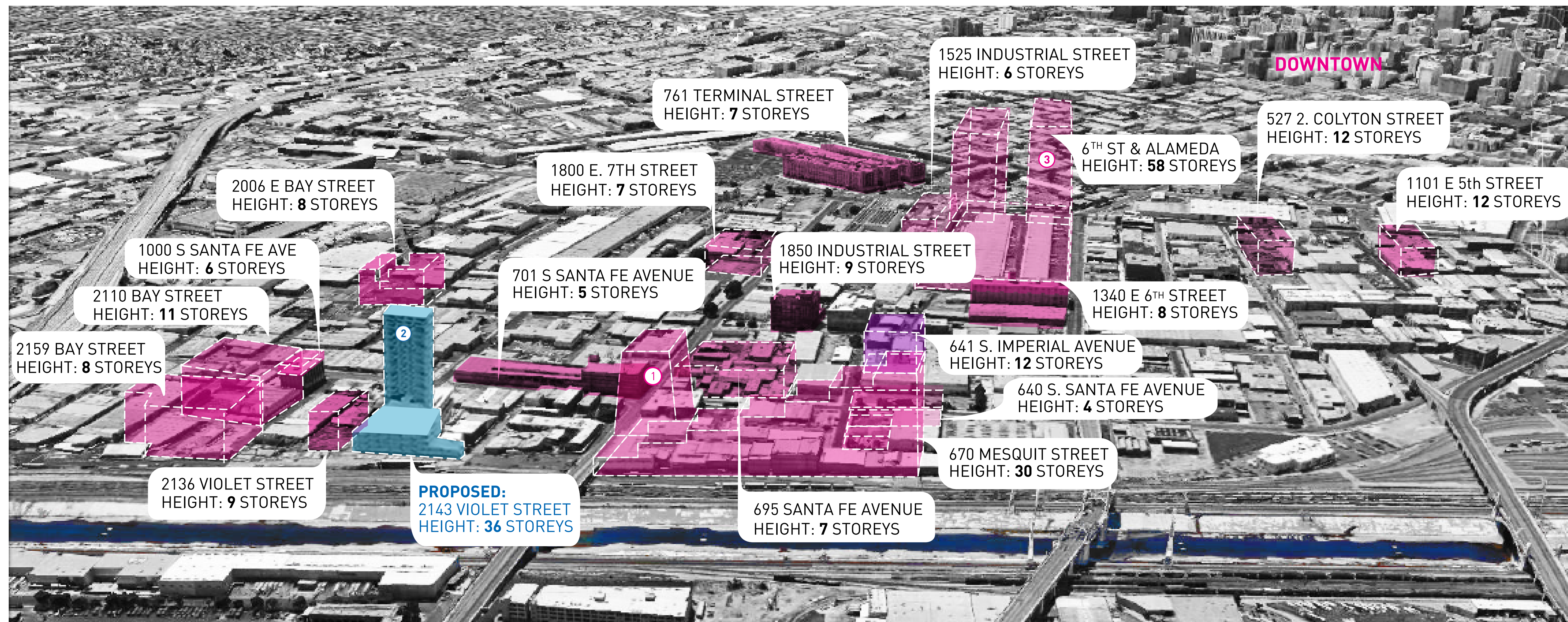
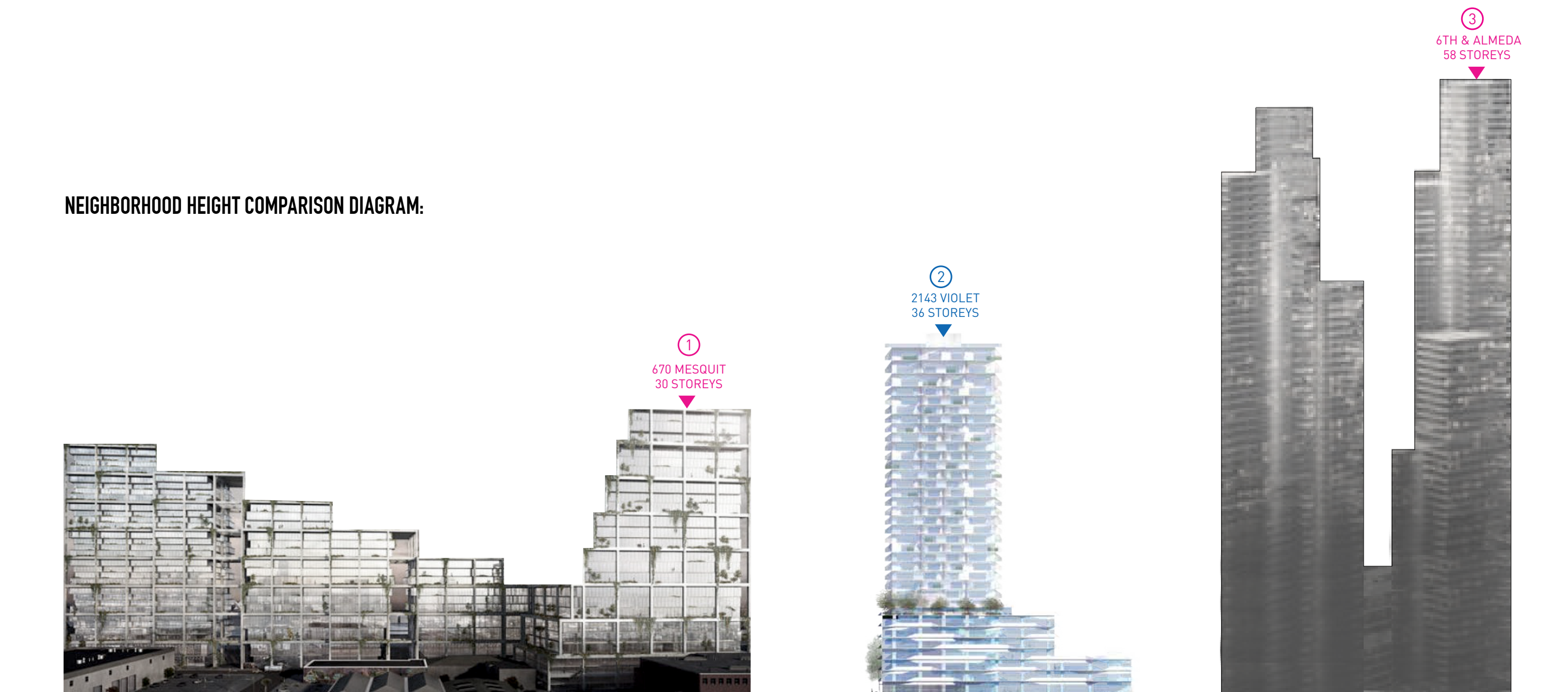
PROJECT

DEVELOPMENT CONTEXT

TITLE	
PROJECT NUMBER 201602	ISSUE NO.
	3
DRAWING NUMBER	
A.108	

HEIGHT CONTEXT

NEIGHBORHOOD HEIGHT COMPARISON DIAGRAM:



ALL GRAPHICS ON PAGE ARE DIAGRAMMATIC – NTS

3	ENTITLEMENT PKG. REVISION		2020-12-14	
2	ENTITLEMENT PKG. REVISION		2020-04-07	
1	ISSUED FOR ENTITLEMENT PKG.		2018-09-28	

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				DRAWING DATE
				2020-12-14

2143 VIOLET,
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CALIFORNIA

PROJECT

HEIGHT & CONTEXT

TITLE	DATE	BY	NO.	PRICE	REMARKS
1. The History of the United States	1876	Wm. H. Allen	100	1.00	
2. The Constitution of the United States	1876	Wm. H. Allen	101	1.00	
3. The Declaration of Independence	1876	Wm. H. Allen	102	1.00	
4. The Bill of Rights	1876	Wm. H. Allen	103	1.00	
5. The Federal Judiciary Act	1876	Wm. H. Allen	104	1.00	
6. The Judiciary Act of 1801	1876	Wm. H. Allen	105	1.00	
7. The Judiciary Act of 1802	1876	Wm. H. Allen	106	1.00	
8. The Judiciary Act of 1803	1876	Wm. H. Allen	107	1.00	
9. The Judiciary Act of 1804	1876	Wm. H. Allen	108	1.00	
10. The Judiciary Act of 1805	1876	Wm. H. Allen	109	1.00	
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25. The Judiciary Act of 1820	1876	Wm. H. Allen	124	1.00	
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27. The Judiciary Act of 1822	1876	Wm. H. Allen	126	1.00	
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31. The Judiciary Act of 1826	1876	Wm. H. Allen	130	1.00	
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53. The Judiciary Act of 1848	1876	Wm. H. Allen	152	1.00	
54. The Judiciary Act of 1849	1876	Wm. H. Allen	153	1.00	
55. The Judiciary Act of 1850	1876	Wm. H. Allen	154	1.00	
56. The Judiciary Act of 1851	1876	Wm. H. Allen	155	1.00	
57. The Judiciary Act of 1852	1876	Wm. H. Allen	156	1.00	
58. The Judiciary Act of					

PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER	

DRAWING NUMBER

A.109

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PROJECT INTRODUCTION

The architecture references the “industrial stack”; stacked components that recall a storage methodology prominent in industrial zones; the project reflects the structural rhythm and cadence of stacked pallets.



ARCHITECTURAL EXPRESSION – “INDUSTRIAL STACK”

The building form and character is inspired by the industrial context and its history of shipping via the neighbouring rail infrastructure. The development proposal also draws heavily from the arts, presenting an exciting and optimistic view toward the future of this important neighborhood. With respect to architectural vocabulary, the architecture references the “industrial stack”; stacked components that recall a storage methodology prominent in industrial zones. Building scale and massing is defined by staggered massing components that break up the façade into distinct and offset planes. The staggered design breaks up the building’s massing and provides a setback from East 7th Place. The staggered design also creates large projection balconies that provide functional outdoor open space. Additional balconies and recessed window elements also create texture in the massing components.

ARCHITECTURAL CHARACTER

The architectural expression draws from the past but connects to the future; The expression is contemporary but respectful of the industrial heritage and strong influence of the arts within this community, re-interpreting the structural rhythm and cadence of stacked pallets. The intent here is to not reference any one single industry but to recall a visual pattern common in the area. The pattern of void and solid is modulated on the façade to enhance views, address the desire for passive solar control and to create a rhythm, texture and play of light and shadow on the dynamic building form.


PUBLIC REALM

The design of the Project is intended to create an active, transparent street edge along both Violet Street and East 7th Place through the placement of commercial uses, improvements to the streetscape, and integration with internal paseos and plazas.

MATERIAL REFERENCE

With respect to materiality, we propose the introduction of a fritted glass deck panel that references the historic materiality of the area's industrial past. Panels are introduced to modulate the exterior and fragment building massing with an ambiguous industrial materiality that is high-quality and contemporary in the proposed design, yet industrial in use.

3	ENTITLEMENT PKG. REVISION	2020-12-14			
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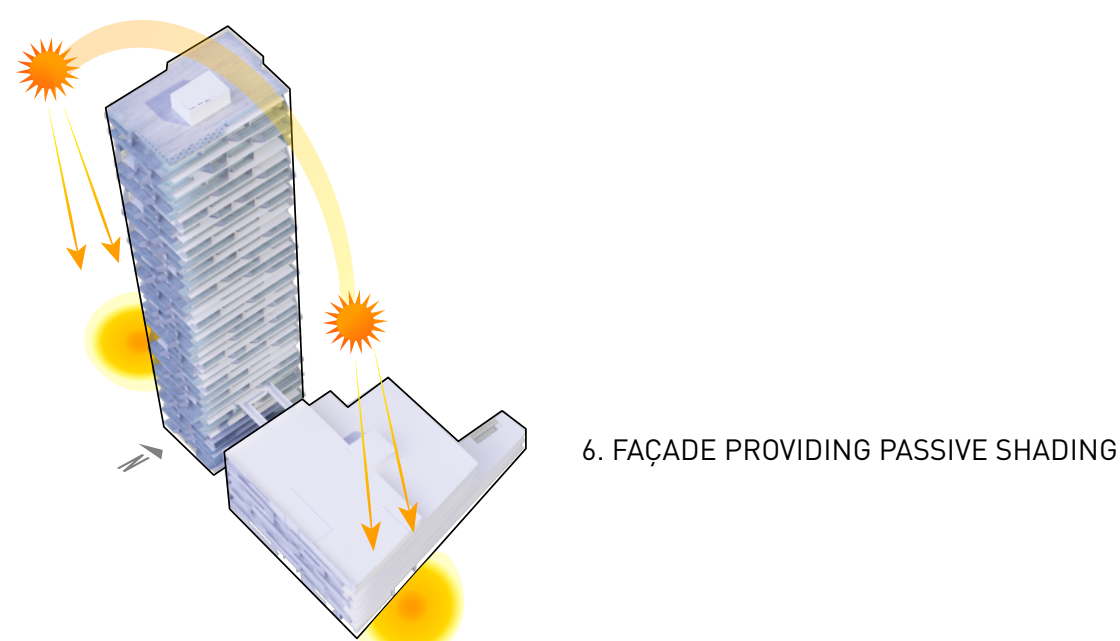
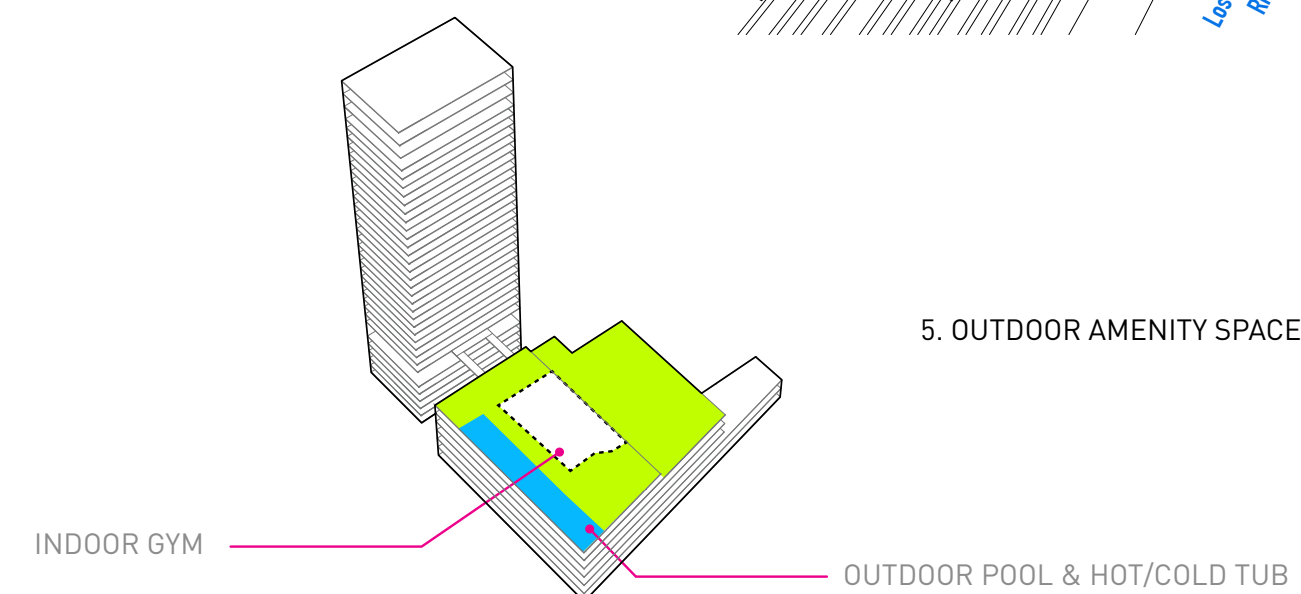
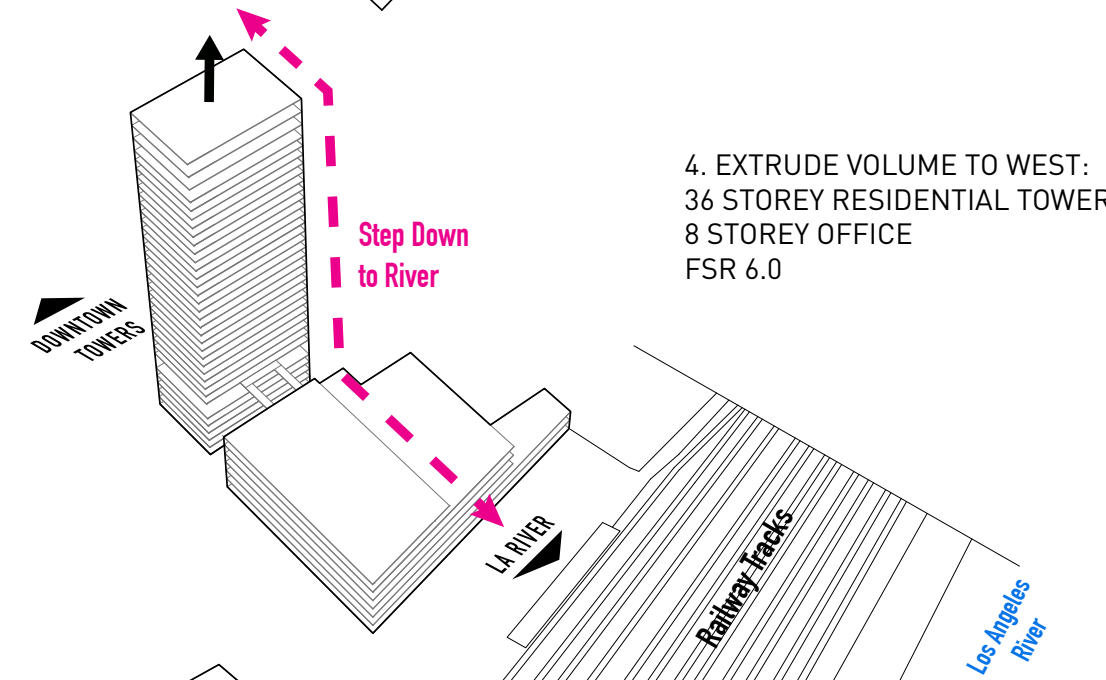
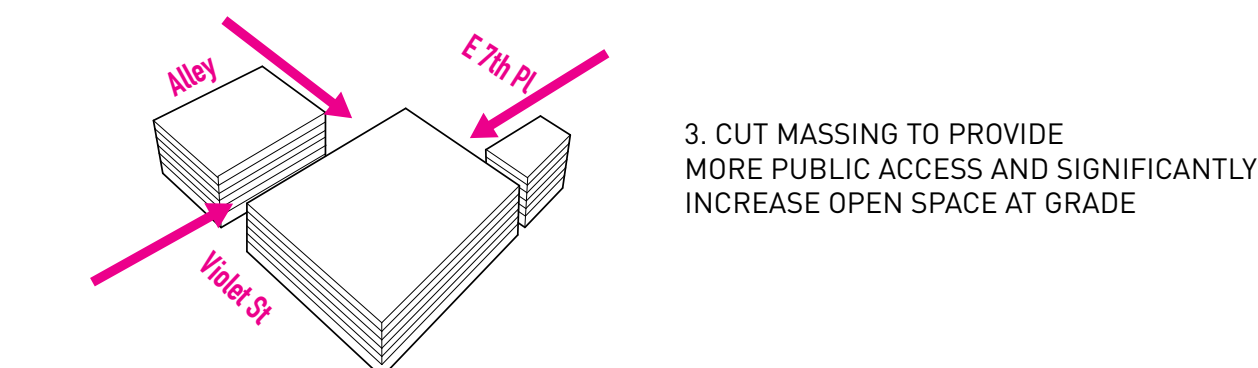
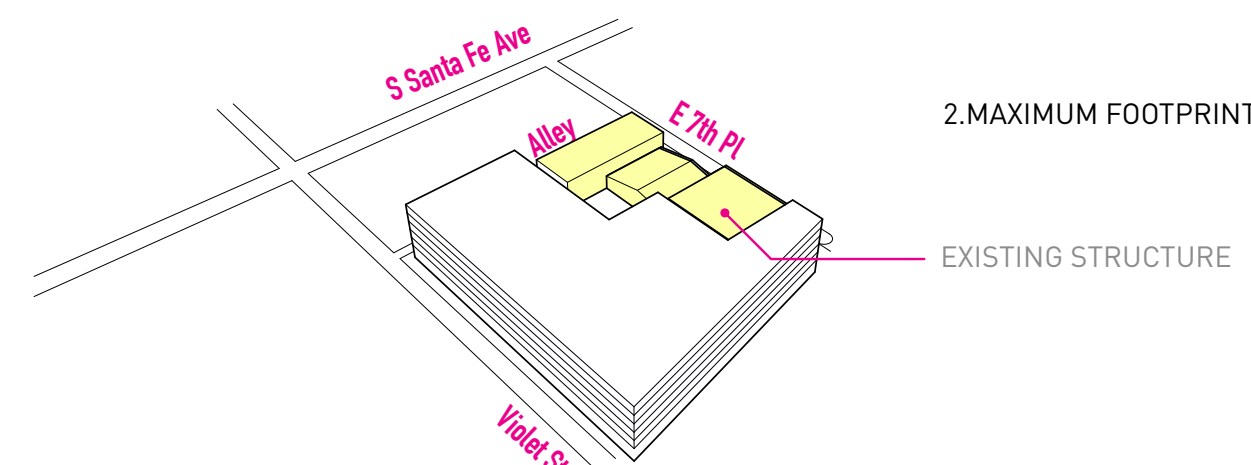
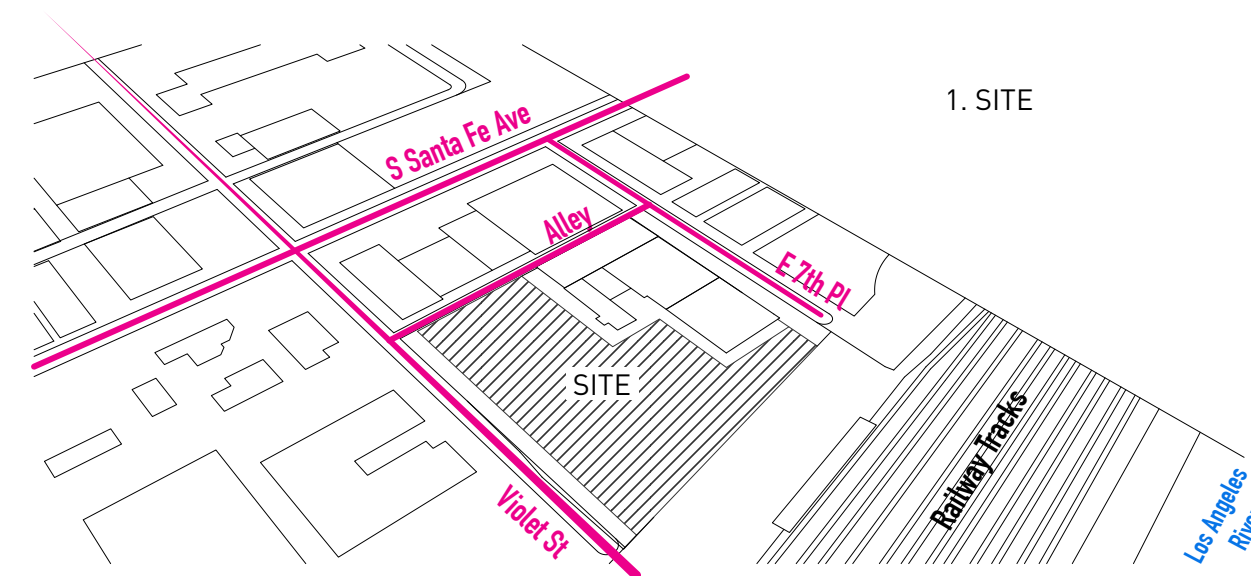
PROJECT

PROJECT INTRODUCTION

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER	

A.110

FORM & MASSING

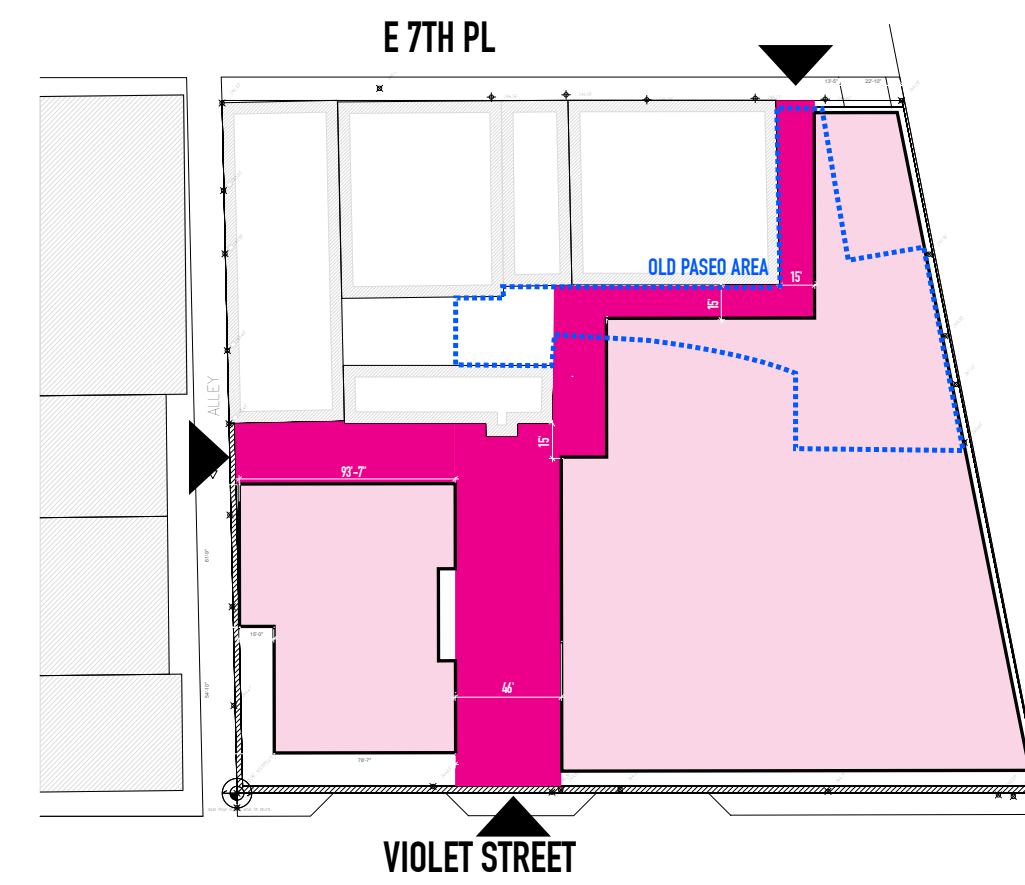


PASEO

CURRENT CONDITION:
DOES NOT CONNECT:

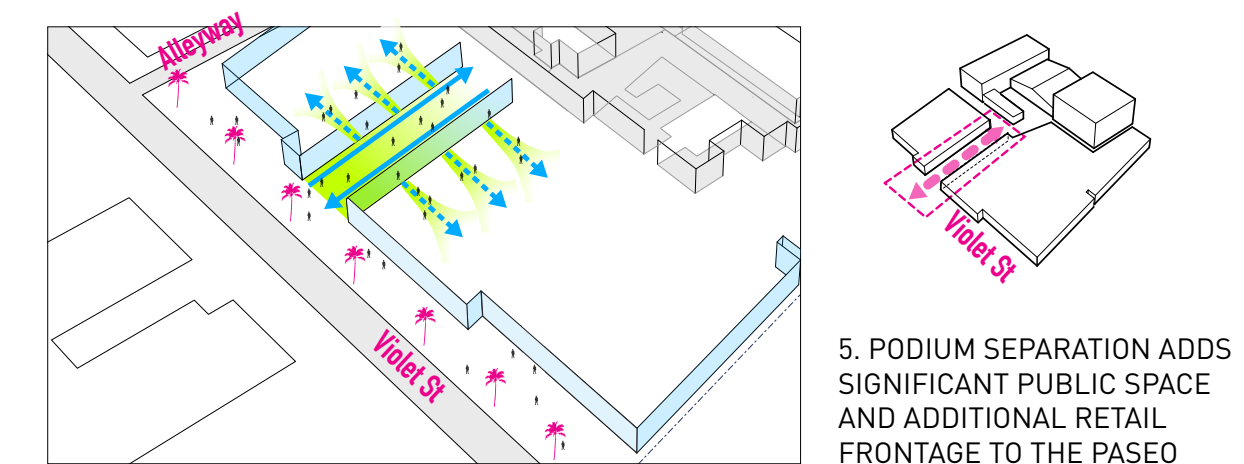
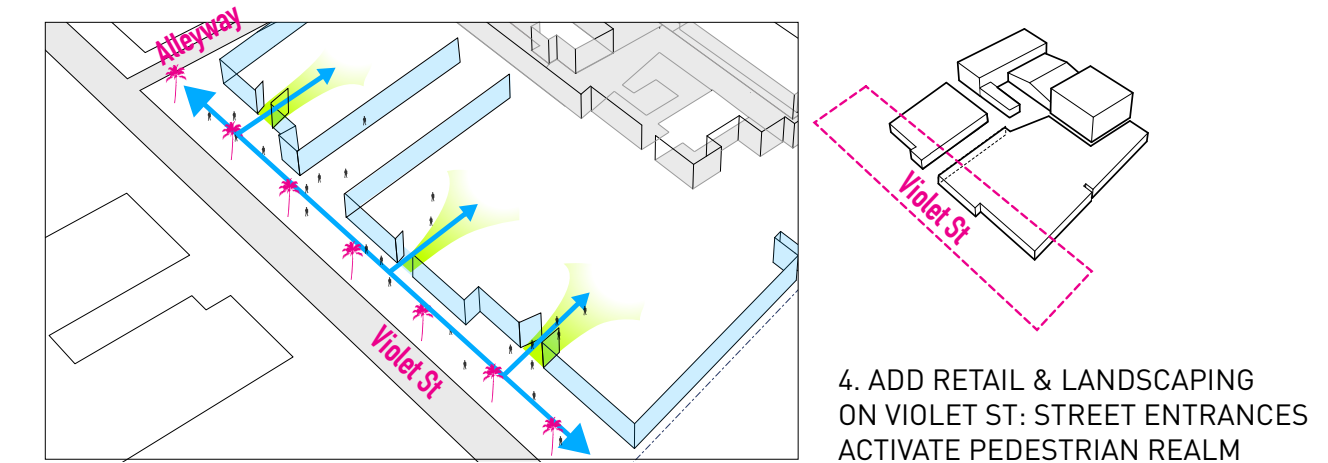
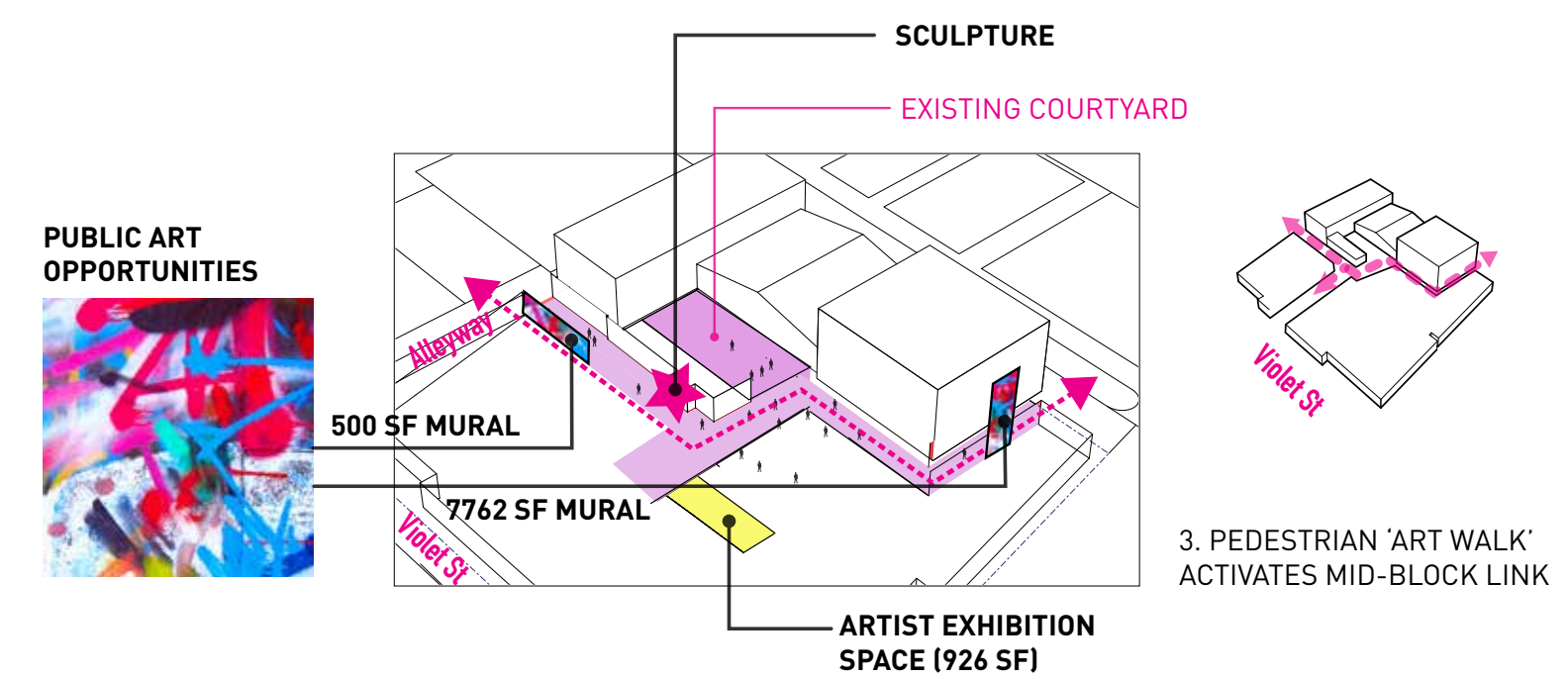
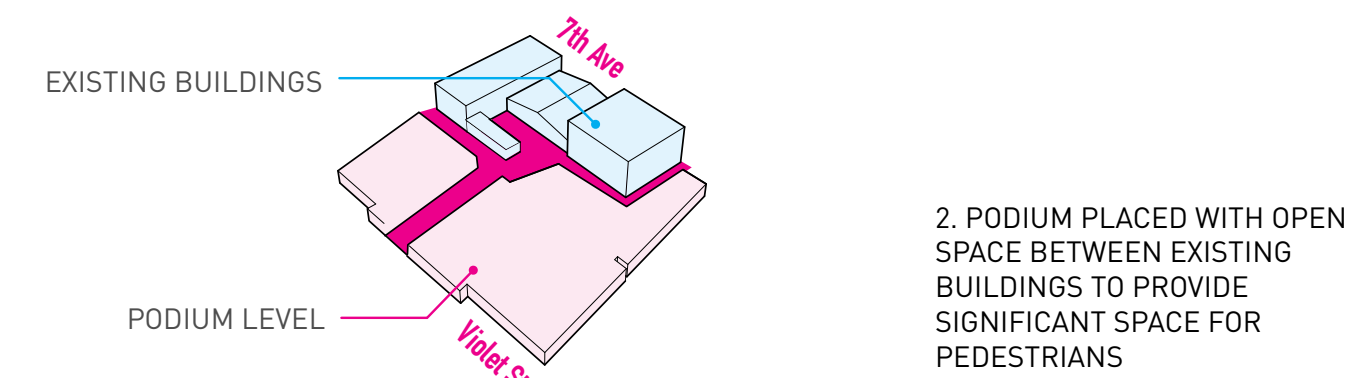
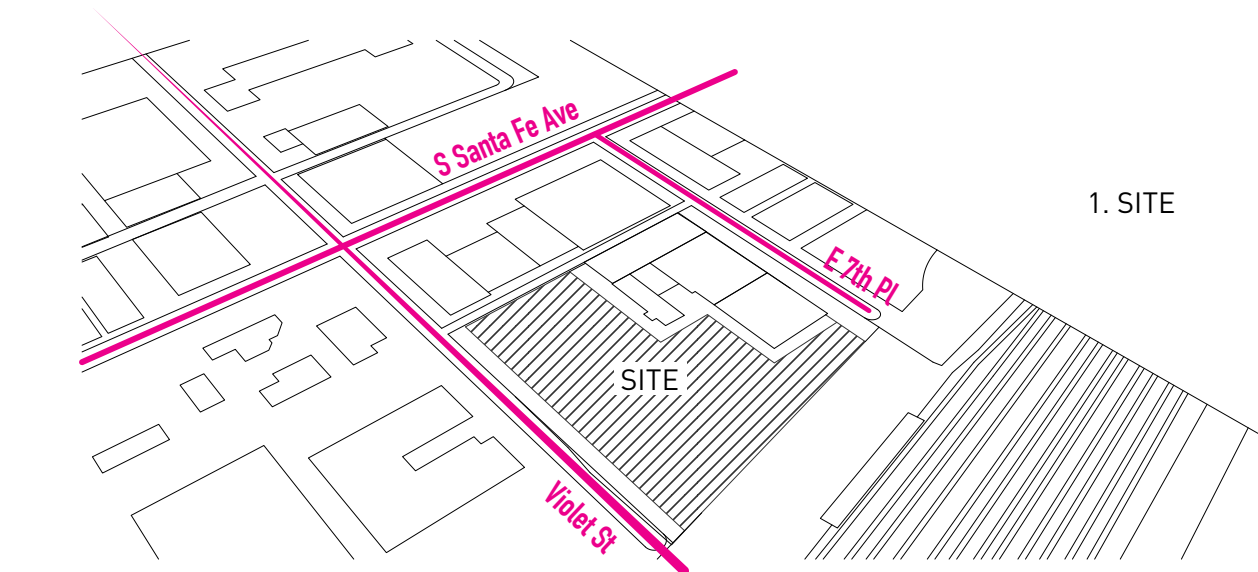


REVISED PASEO PROVIDES
FULL-SITE CONNECTION:



REVISED PODIUM
PROVIDES ADDITIONAL
OPEN SPACE AND
POROSITY

OLD PASEO AREA
NEW PASEO AREA



URBAN DESIGN

PEDESTRIAN FIRST

Taking into consideration the Urban Design Studio's design priorities, this proposal prioritizes pedestrian space.

The proposal presents an active street edge with an open pedestrian plaza through the center of the site, connecting to a paseo to the north. The plaza/paseo acts as a community gathering area for residents and visitors alike.

Retail uses reinforce the street wall edge with generous setbacks and urban edge development including pedestrian furnishings, lighting and landscape.

Pedestrian flow is encouraged through and around the site with access through the increase of the public plaza and paseo spaces, main apartment lobby, commercial and artist production areas.

FORM & MASSING

BUILDING FORM - 360° DESIGN

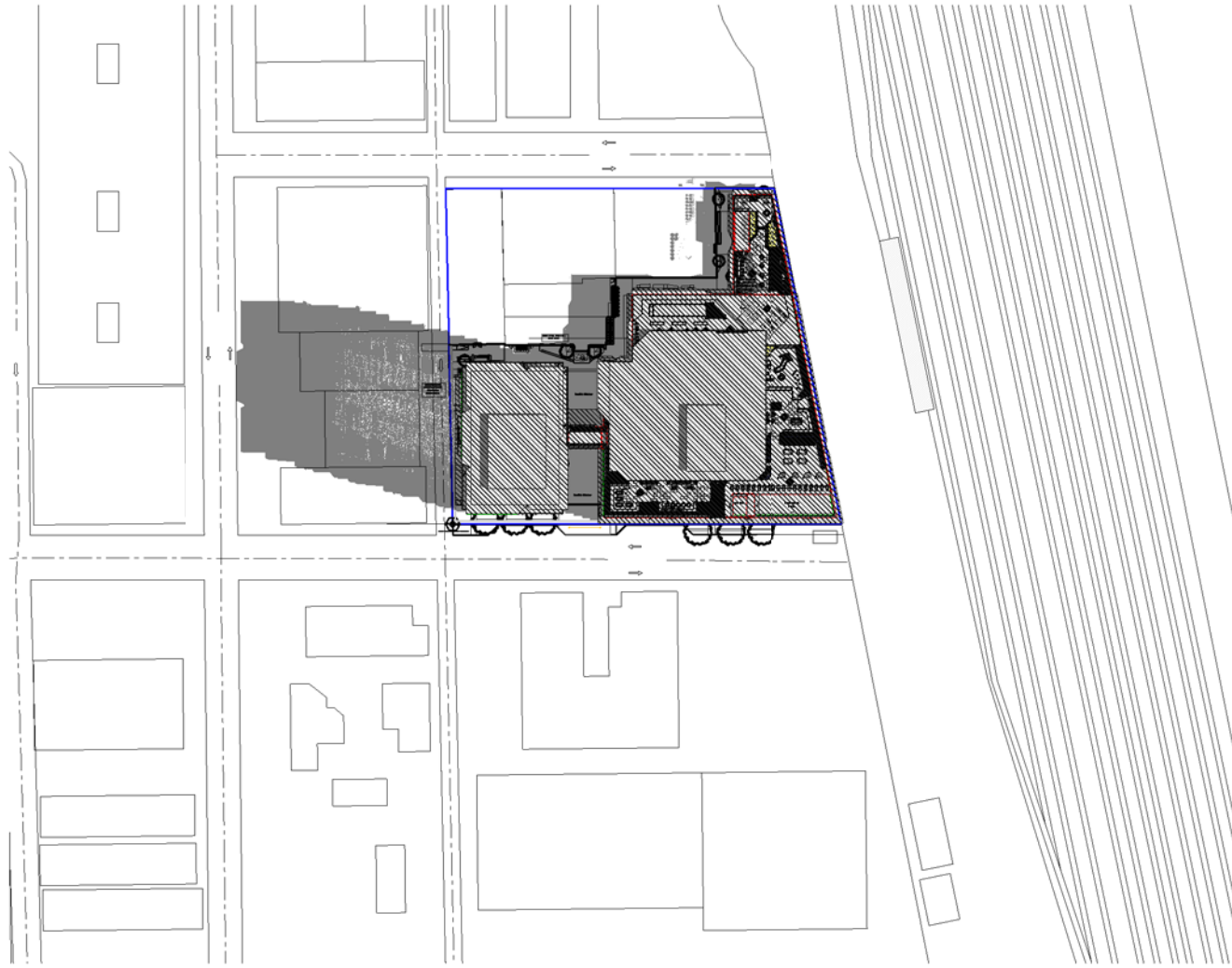
The proposal presents itself as a podium and tower form blurring the lines between public and private uses. The massing is articulated through angled brise-soleil/privacy screens, stepped deck edges lines and a generous shared podium roof terrace. The new building footprint takes into account existing structures, creating paseo space between buildings to create an inviting paseo space, and encourage pedestrian flow. A vastly increased public realm at grade with a high level of glazing grade supports an animated paseo with strong indoor-outdoor relationships.

CONSTRUCTION TYPE

The development is proposed in non-combustible steel or concrete structure (type I). The intent is to pursue the maximum supportable density for the proposed development site.



1 SUMMER SOLSTICE 9AM
1" = 160'-0"



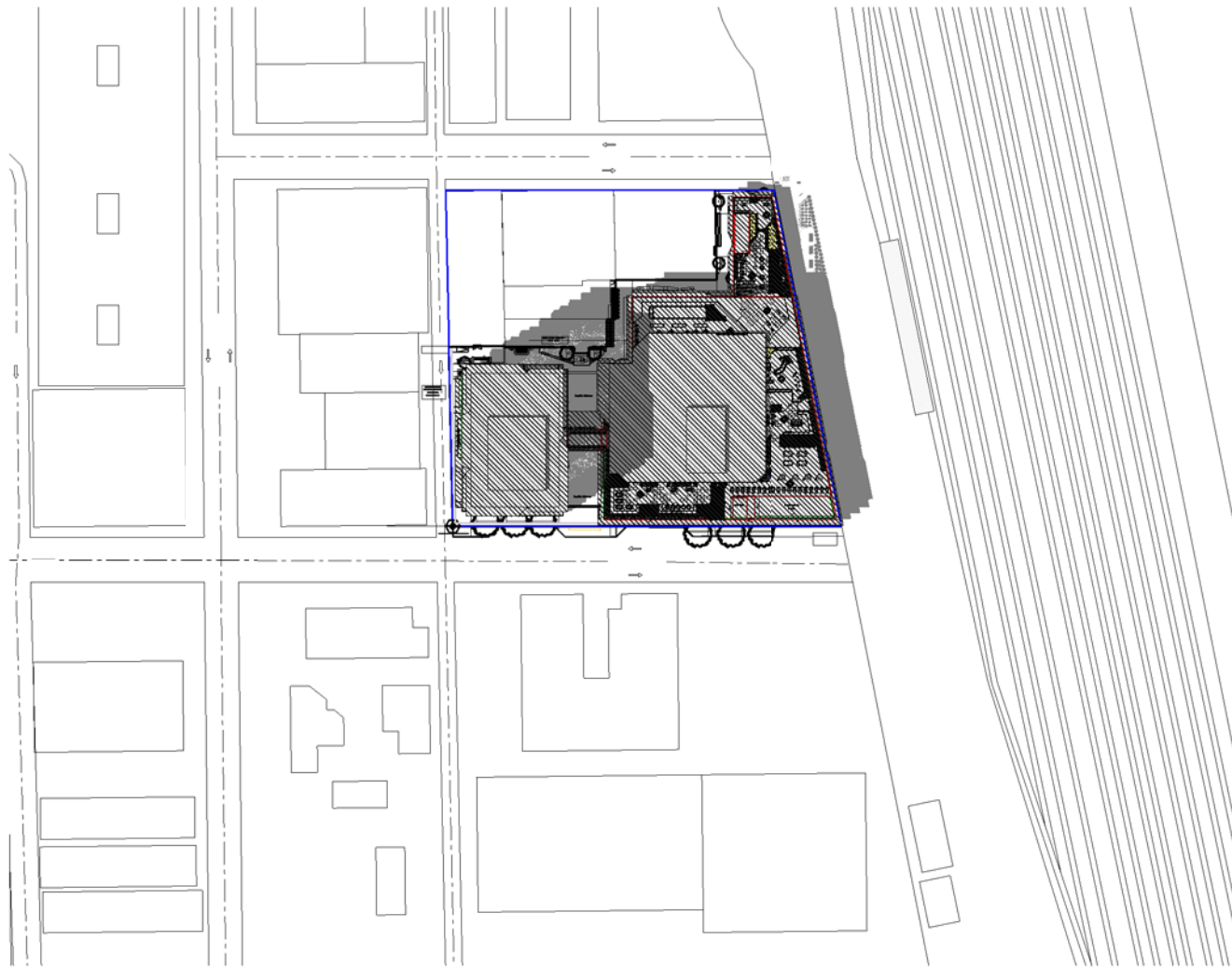
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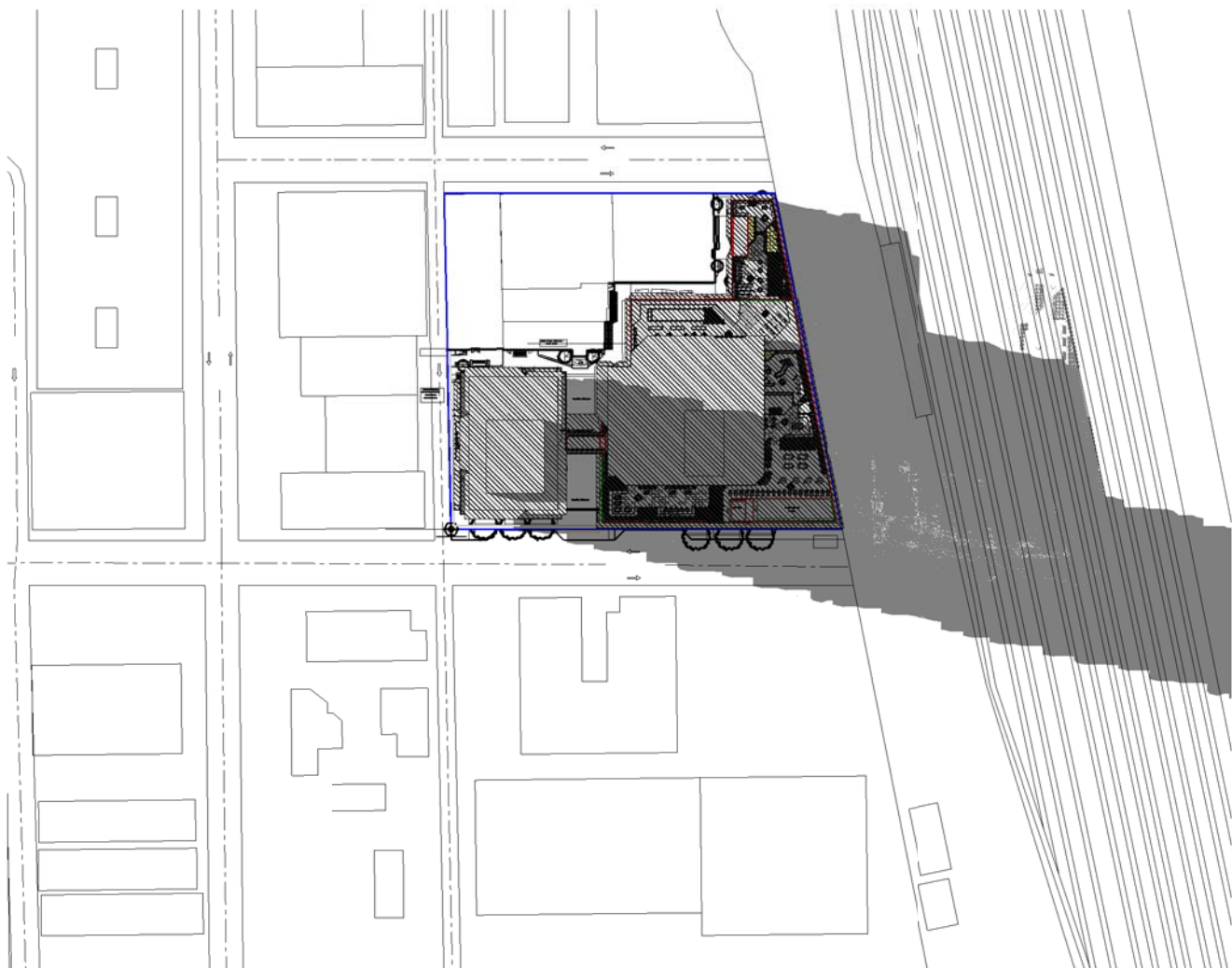
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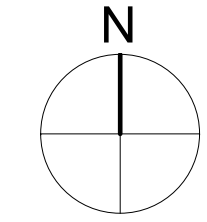
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8 SUMMER SOLSTICE 4PM
1" = 160'-0"



9 SUMMER SOLSTICE 5PM
1" = 160'-0"



2	ENTITLEMENT PKG. REVISION	2020-03-16
1	ISSUED FOR ENTITLEMENT PKG.	2019-09-28



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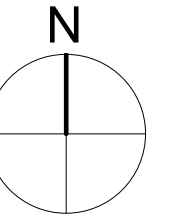
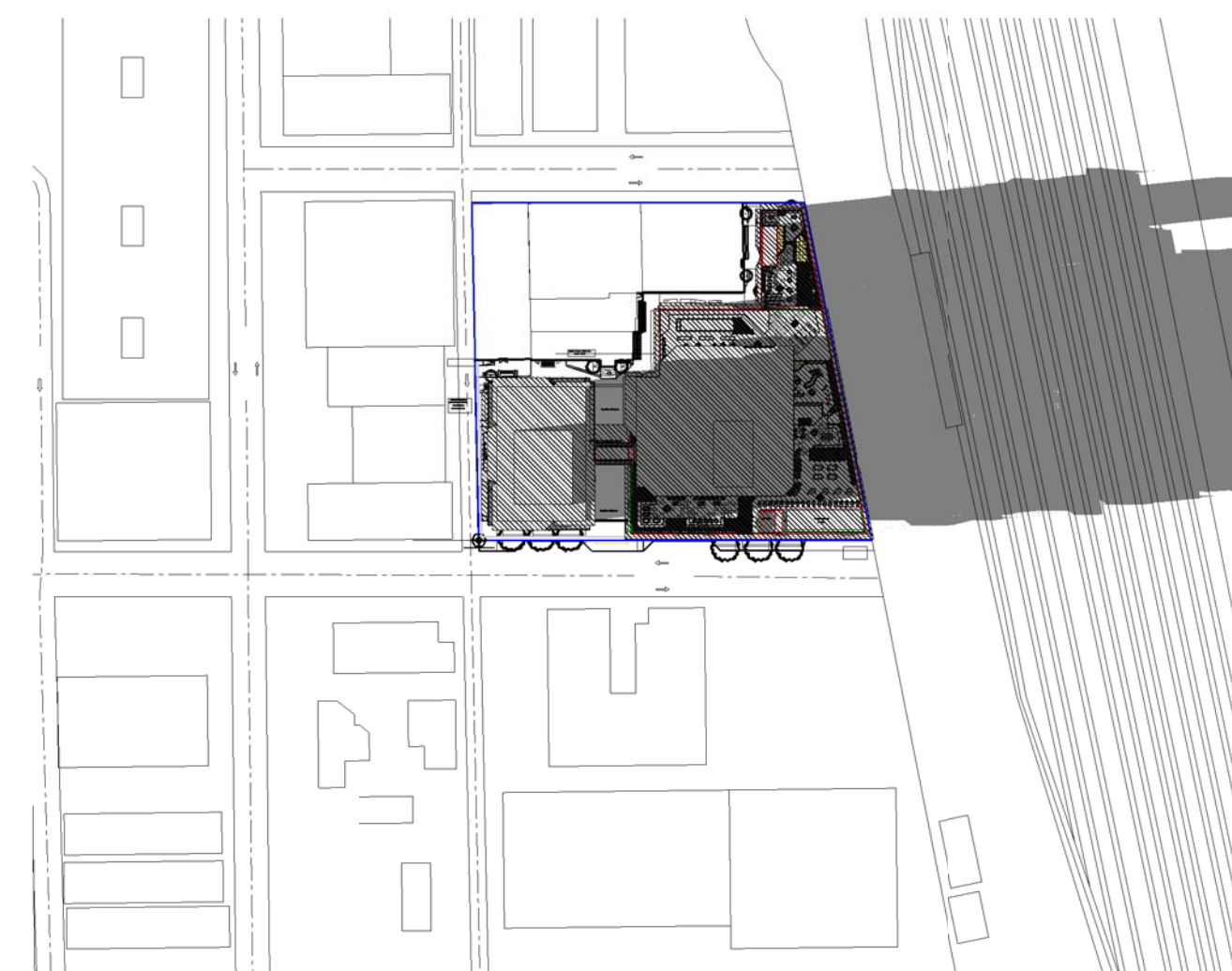
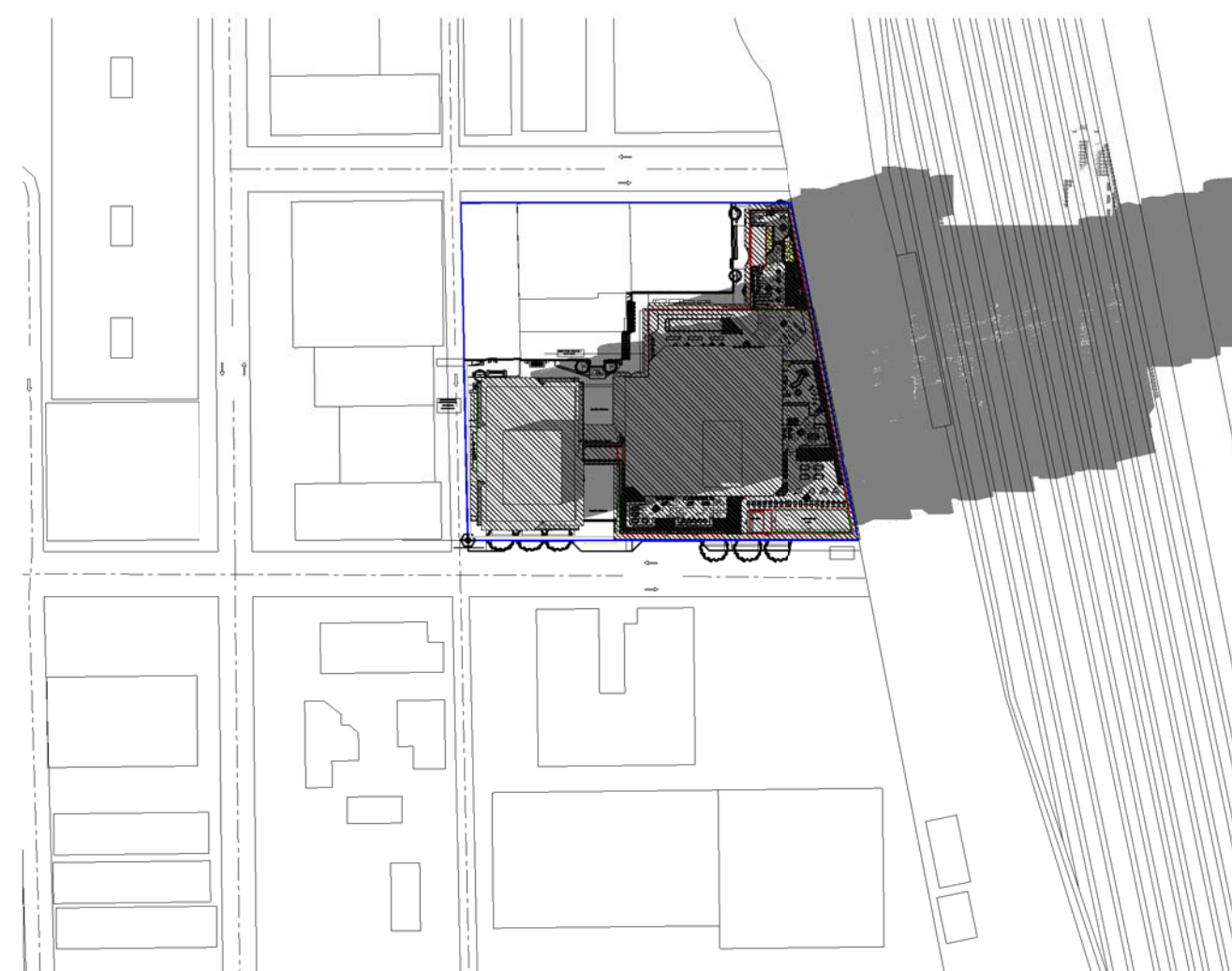
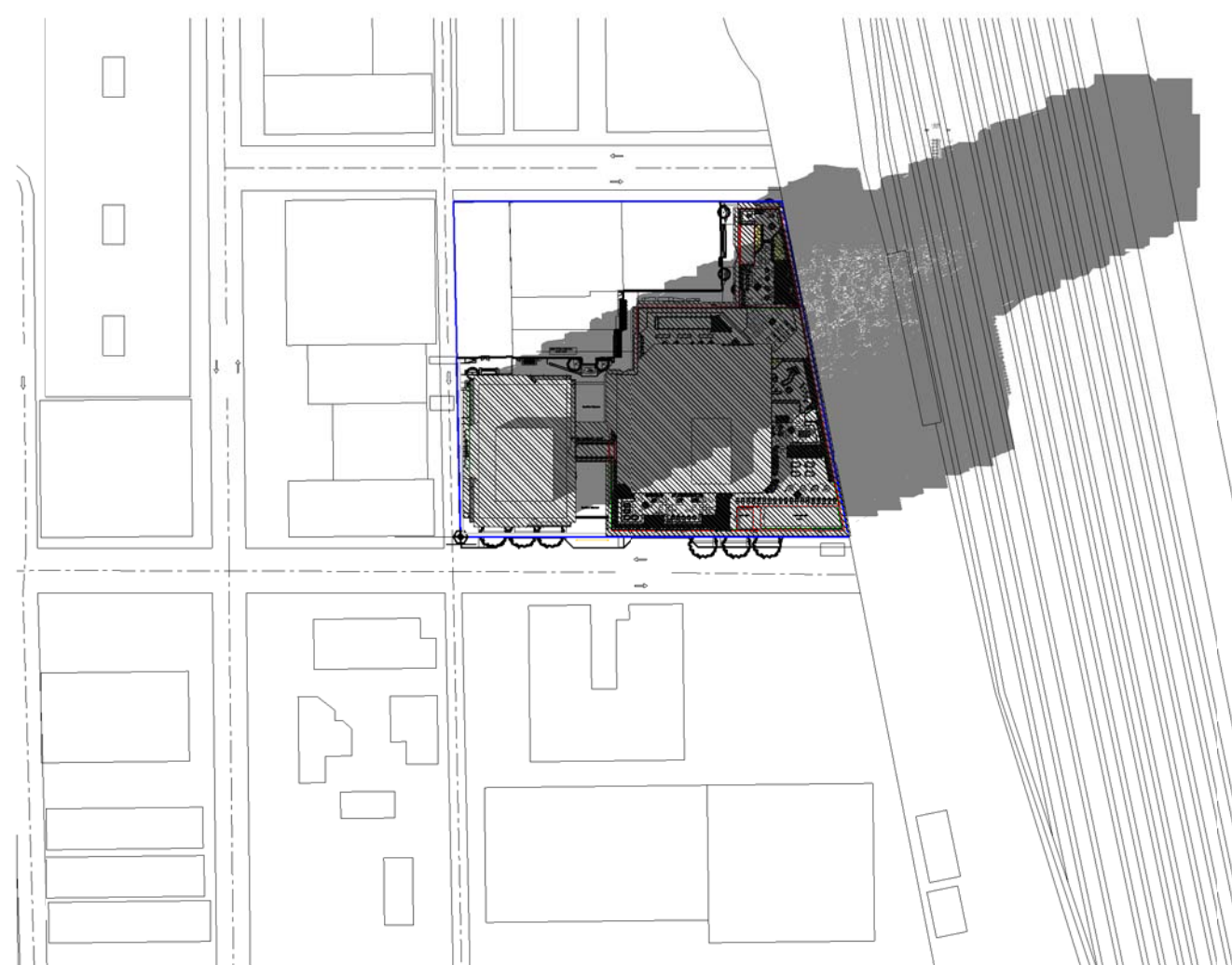
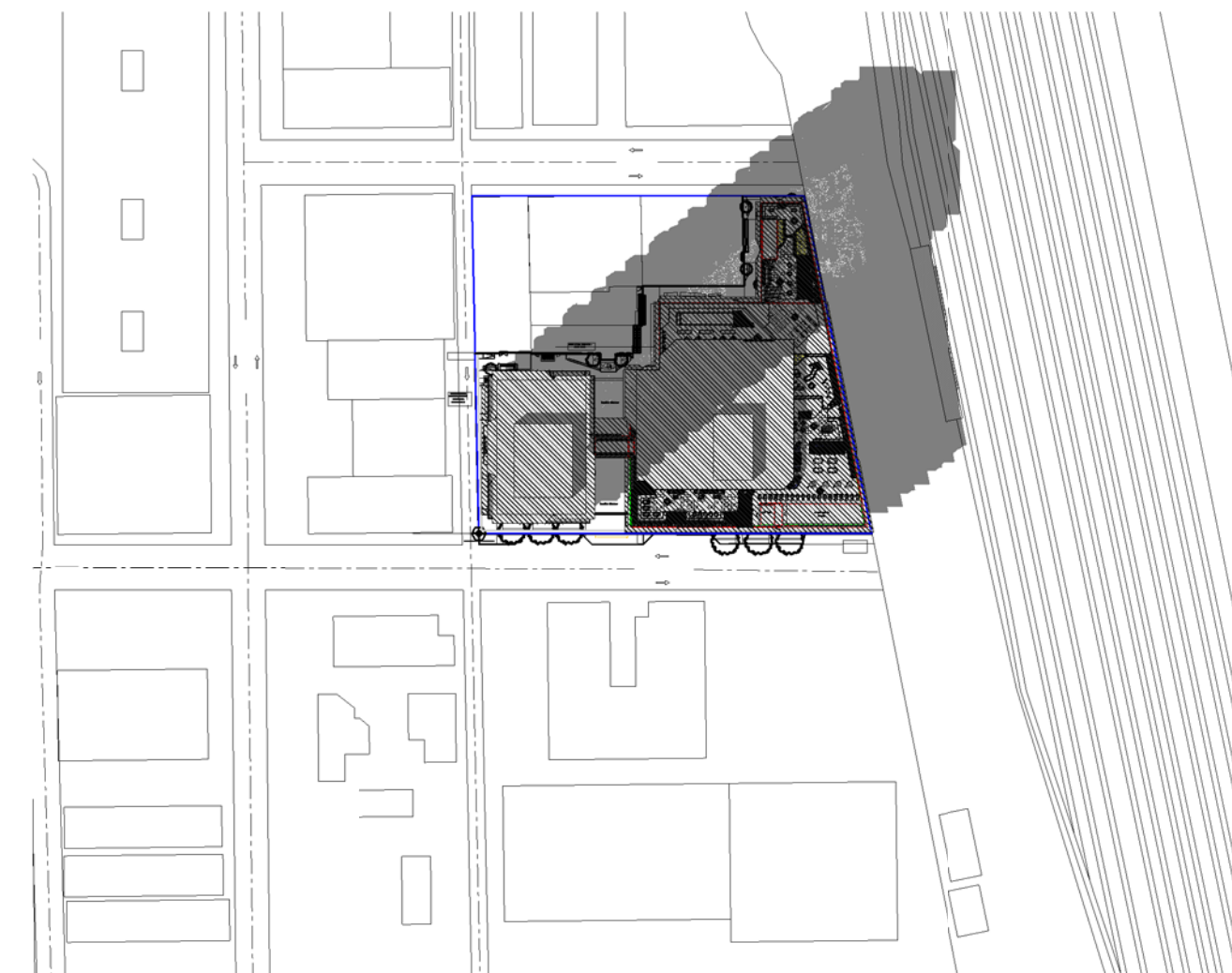
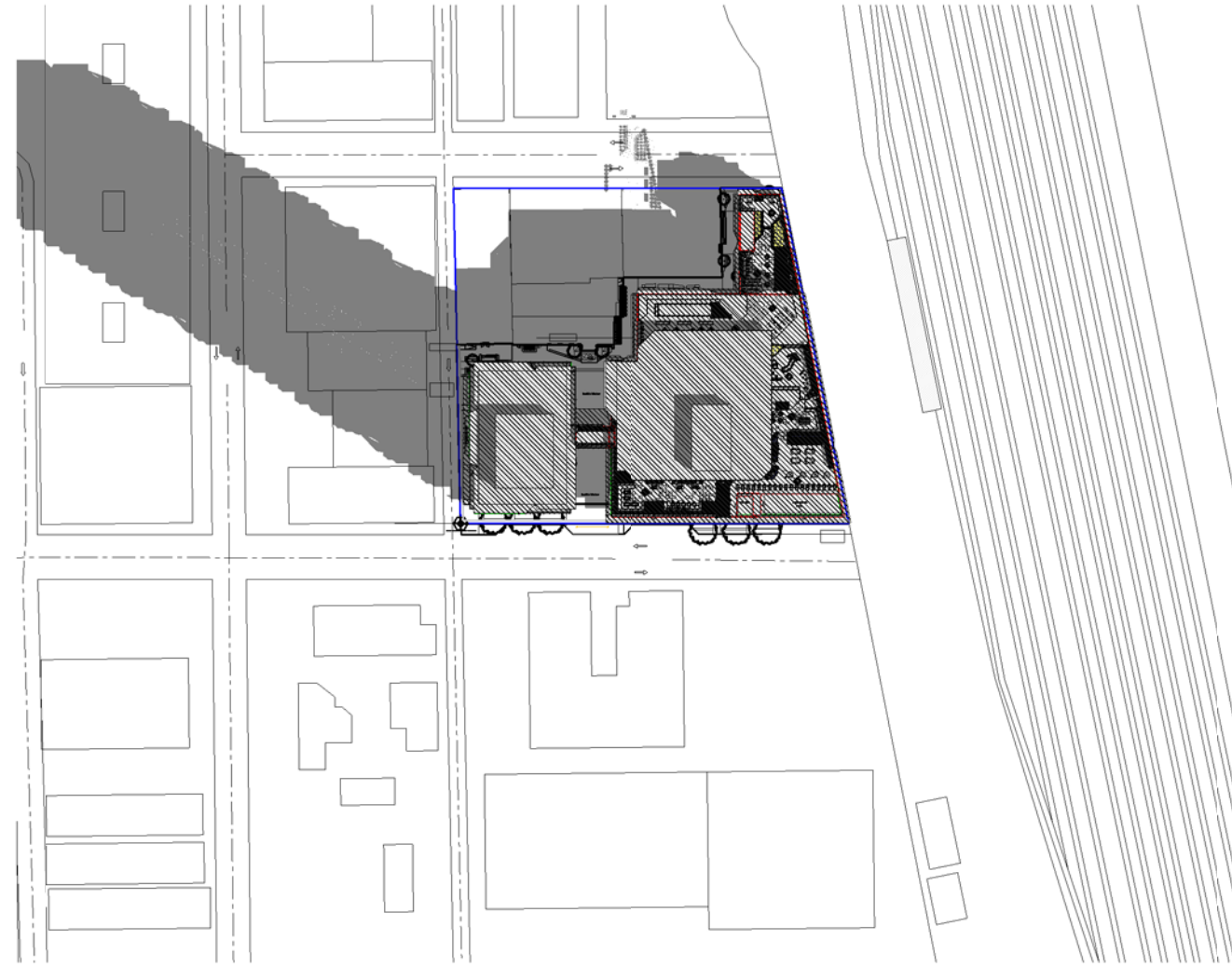
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				DRAWING DATE
				2020-02-19

2143 VIOLET, LOS ANGELES, CALIFORNIA

PROJECT
SHADOW STUDIES (SUMMER SOLSTICE)

TITLE	ISSUE NO.
PROJECT NUMBER 201889	2
DRAWING NUMBER	A.113

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1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28	



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				2020-02-19

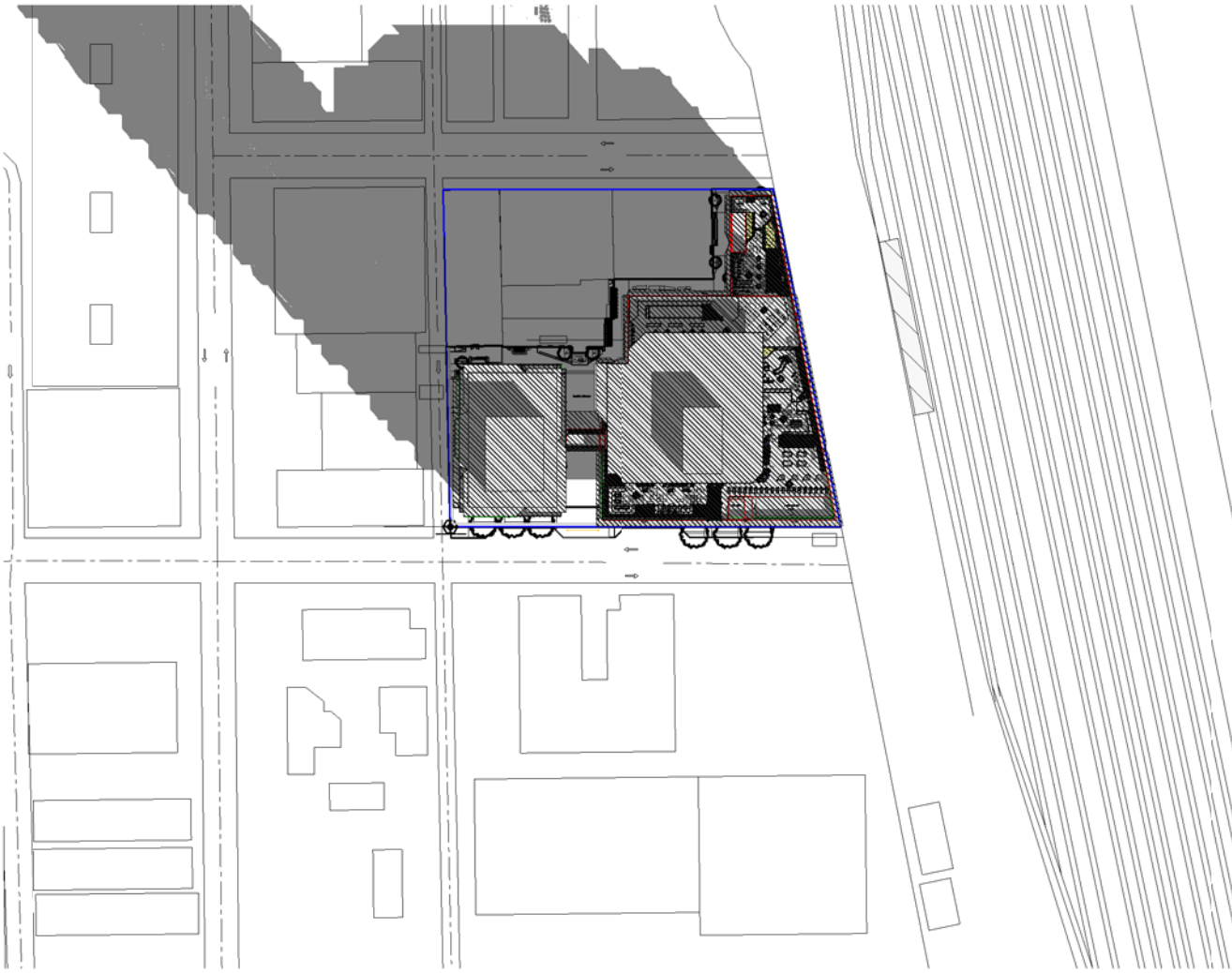
2143 VIOLET, LOS
ANGELES,
CALIFORNIA

PROJECT

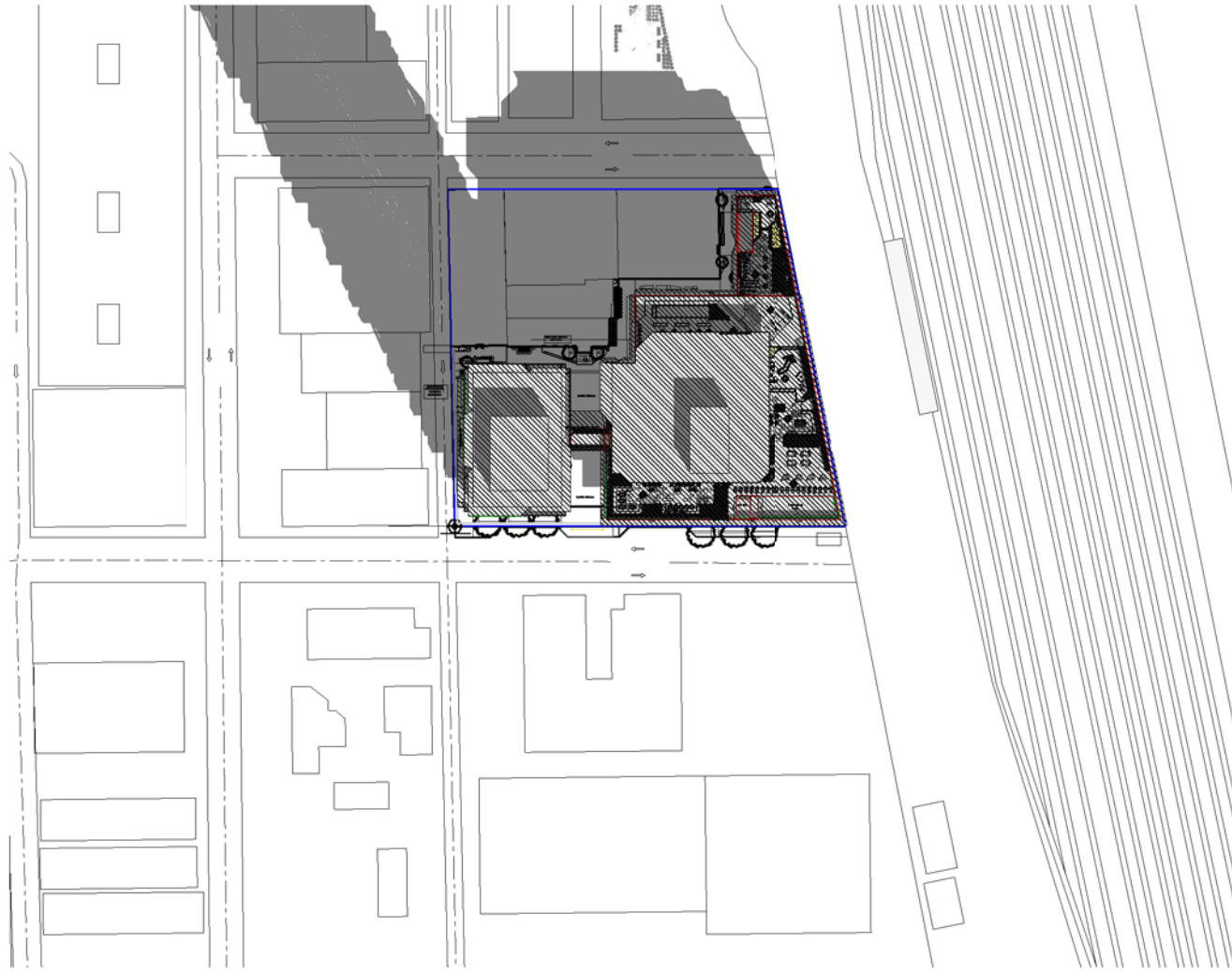
SHADOW STUDIES (FALL EQUINOX)

TITLE	
PROJECT NUMBER 201809	ISSUE NO. 2
DRAWING NUMBER	

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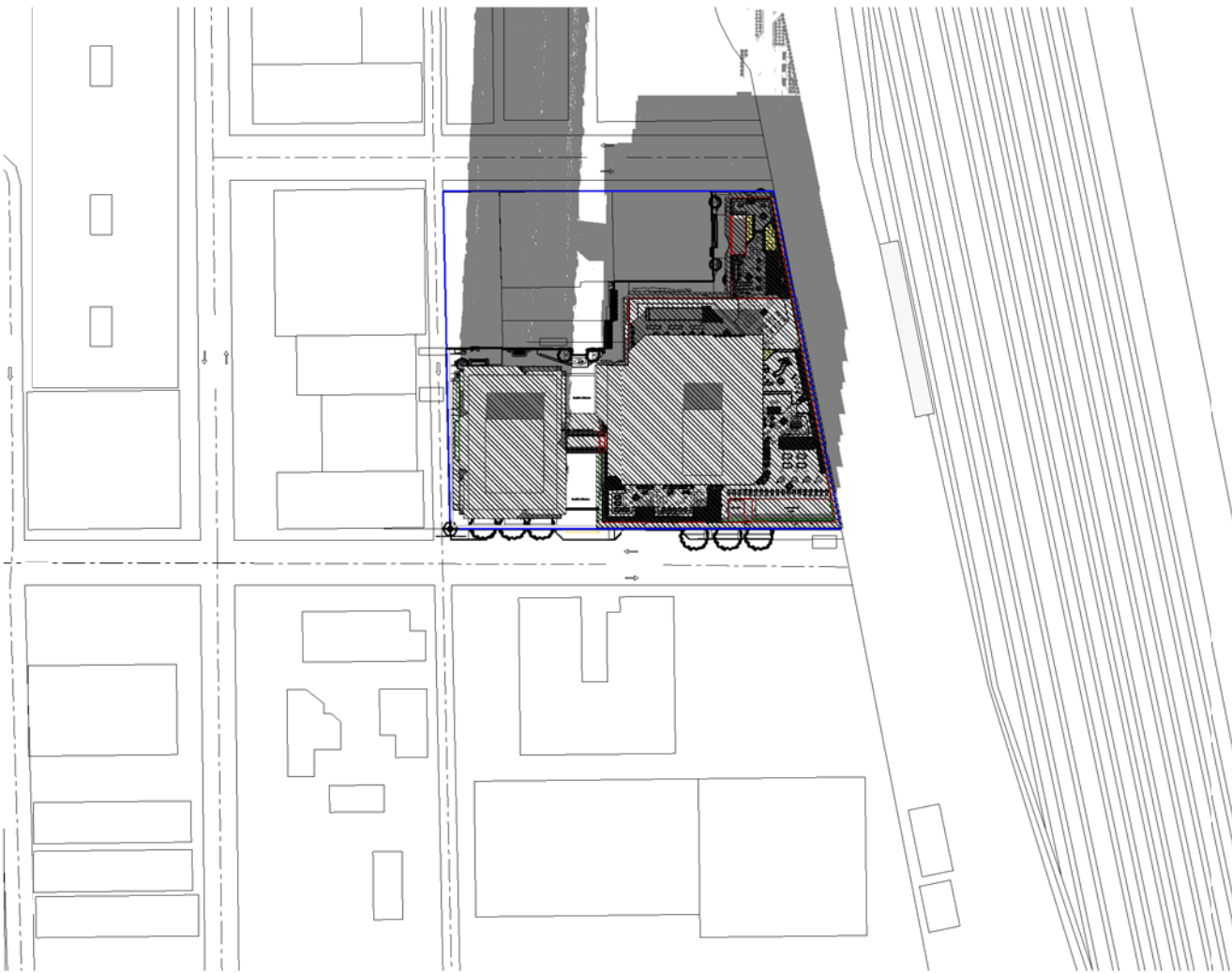
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2 WINTER SOLSTICE 10AM
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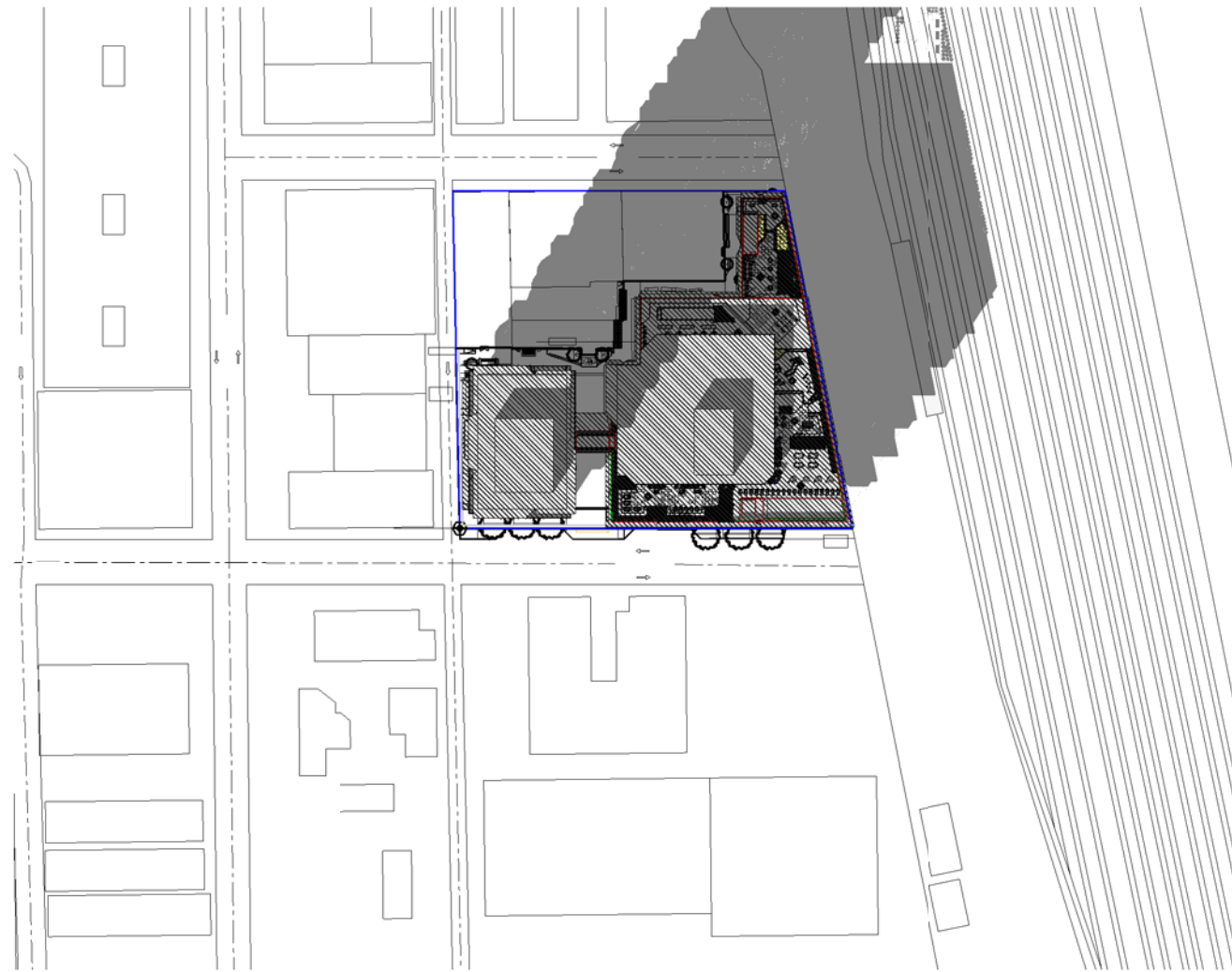
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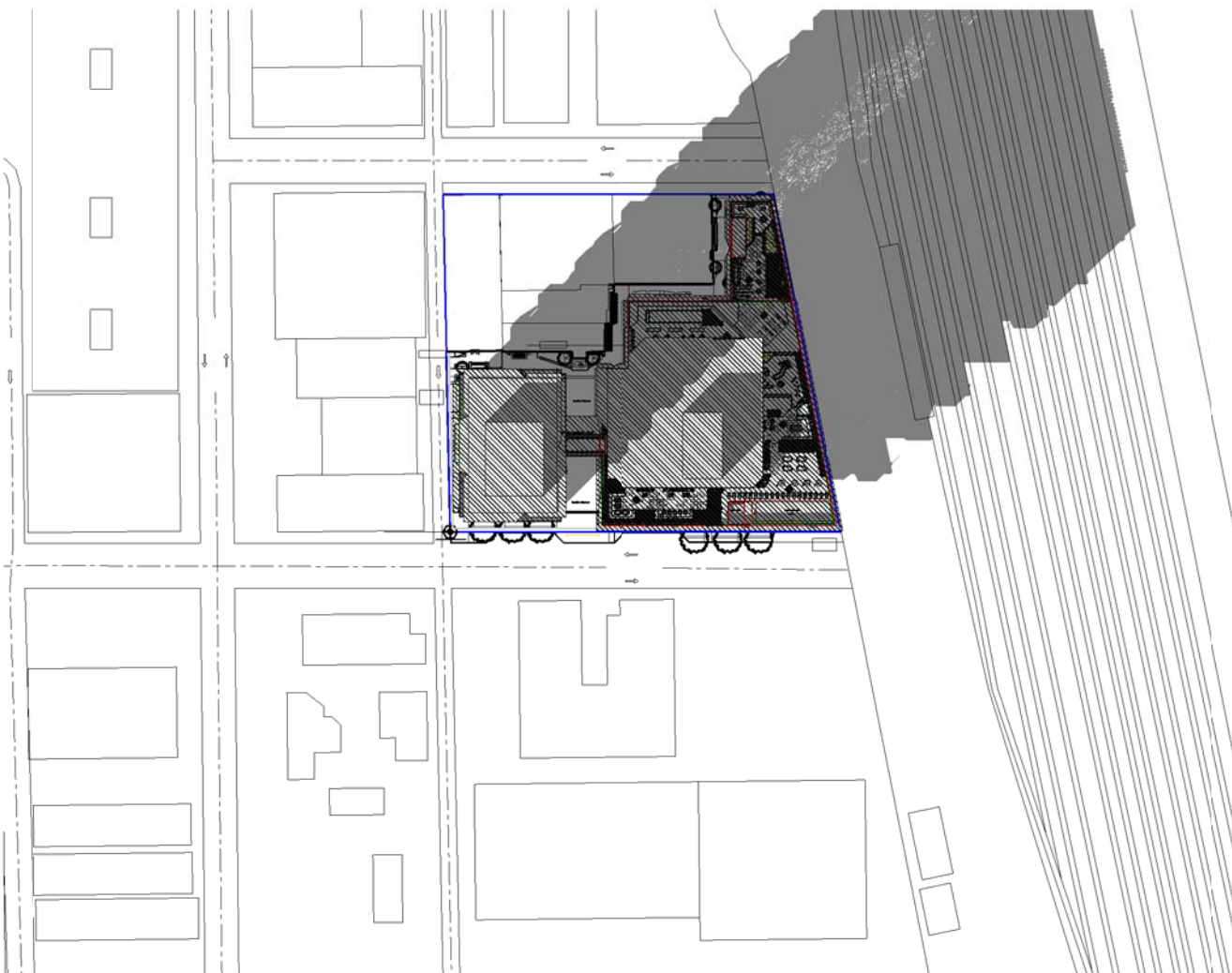
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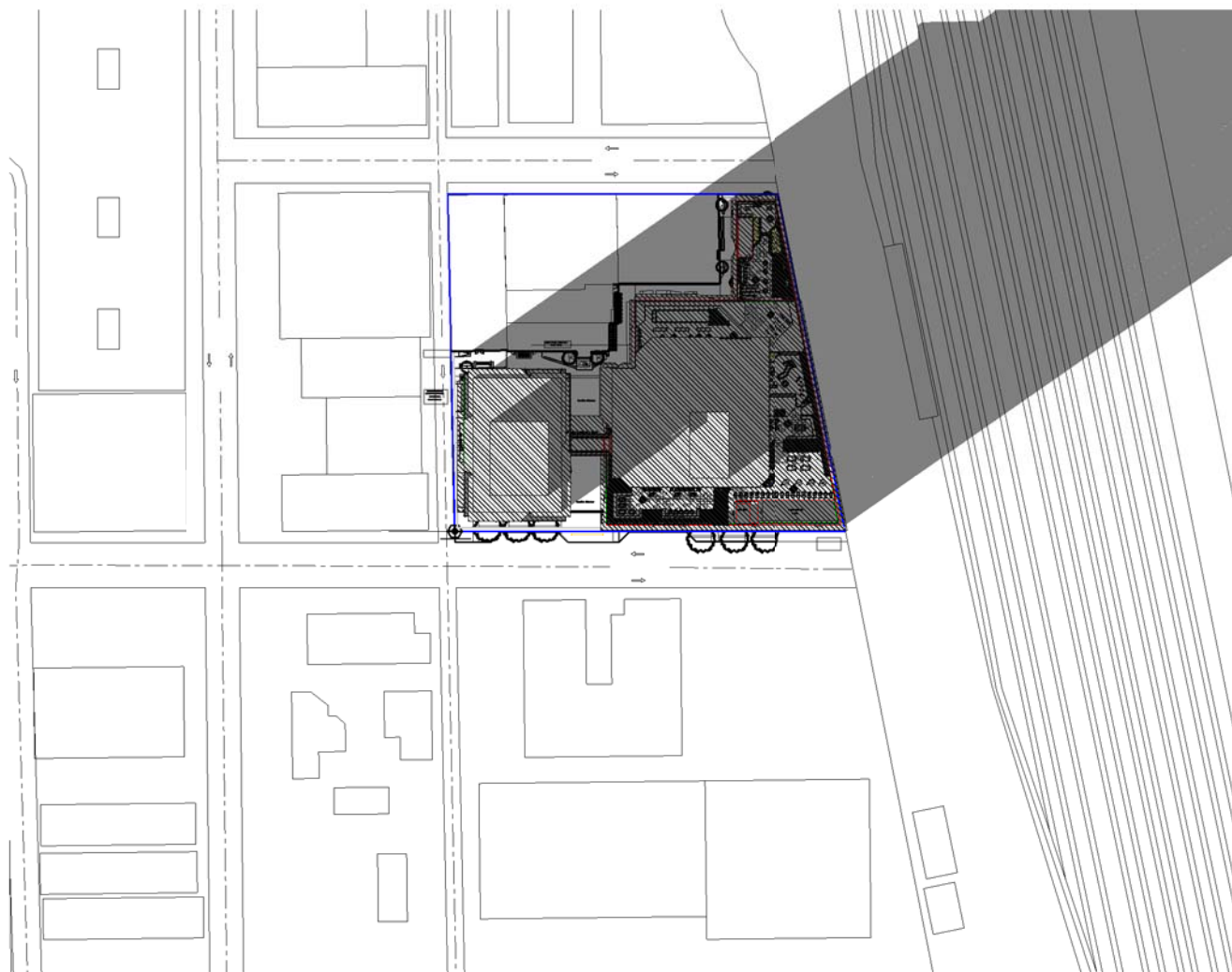
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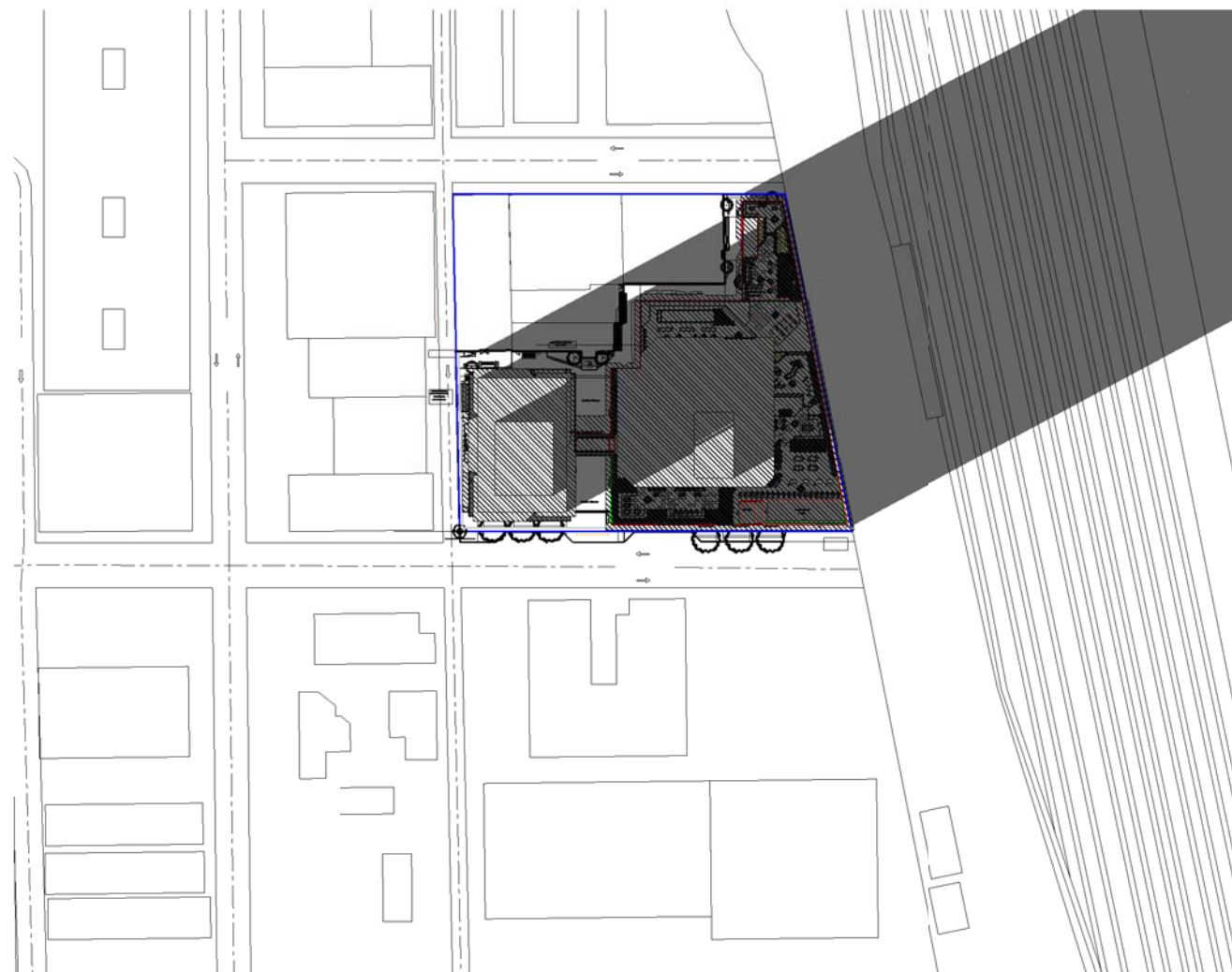
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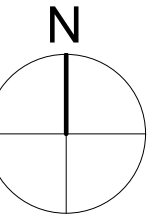
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1" = 160'-0"



9 WINTER SOLSTICE 4PM
1" = 160'-0"



8 WINTER SOLSTICE 5PM
1" = 160'-0"



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PROJECT
SHADOW STUDIES (WINTER SOLSTICE)

TITLE	ISSUE NO.
PROJECT NUMBER 201809	2
DRAWING NUMBER	A.115

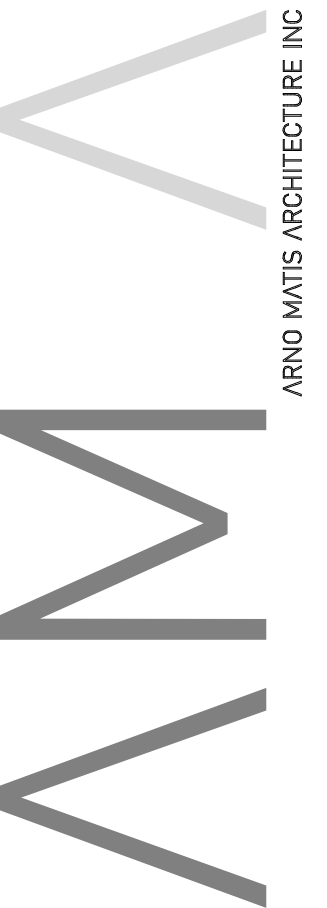
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RENDERING



VIEW FROM E7TH STREET LOOKING SOUTHEAST
ARTISTIC RENDERING ONLY

3	ENTITLEMENT PKG. REVISION	2020-12-14			
2	ENTITLEMENT PKG. REVISION	2020-04-07			
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28			



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PROJECT

RENDERING 1 of 4

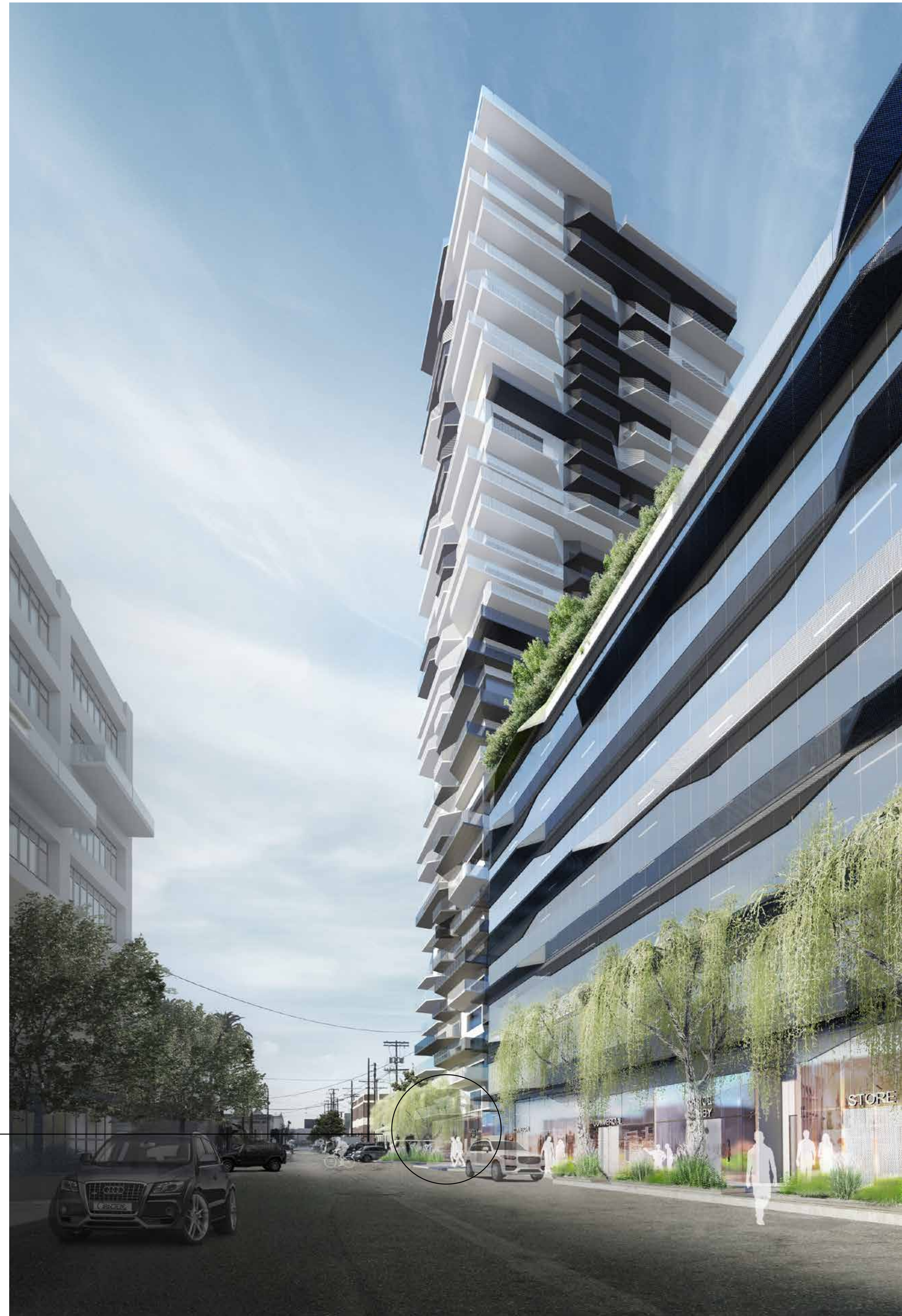
TITLE	
PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER	

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RENDERING



VIOLET STREET SIDEWALK CONDITION, SE OF SITE
ARTISTIC RENDERING ONLY



VIEW FROM VIOLET STREET, LOOKING NORTHEAST
ARTISTIC RENDERING ONLY

3	ENTITLEMENT PKG. REVISION	2020-12-14			
2	ENTITLEMENT PKG. REVISION	2020-04-07			
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28			

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RENDERING 2 of 4

PROJECT NUMBER		ISSUE NO.
01602		3
DRAWING NUMBER		

A.117

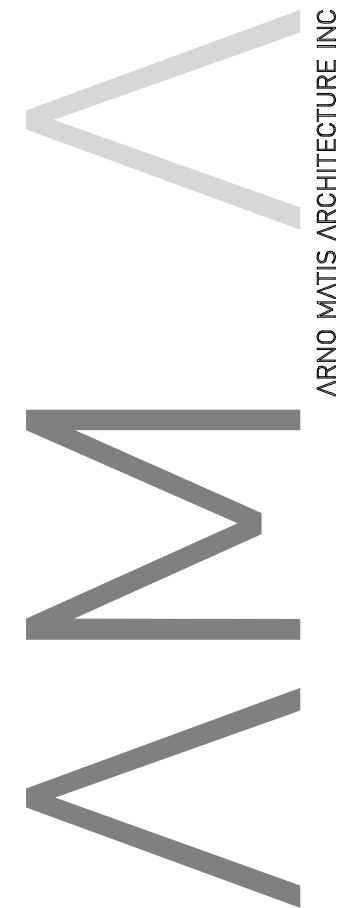
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RENDERING



LOOKING UP FROM PASEO ON VIOLET STREET
ARTISTIC RENDERING ONLY

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RENDERING 3 of 4

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER A.118	

RENDERING



VIEW FROM PASEO LOOKING NORTH
ARTISTIC RENDERING ONLY



VIEW FROM BIKE ALLEY (EASTERN PASEO ENTRY)
LOOKING EAST
ARTISTIC RENDERING ONLY

WHITE FROSTED GLASS
DARK GREY FROSTED GLASS

- STOREFRONT GLAZING

- CHANNEL LETTER SIGNAGE

- PUBLIC ART DISPLAY SPACE

- PATIO / MOVEABLE SEATING

— METAL BENCHES INTEGRATED
INTO METAL PLANTERS

- CONCRETE PAVERS

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PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER	

A.119

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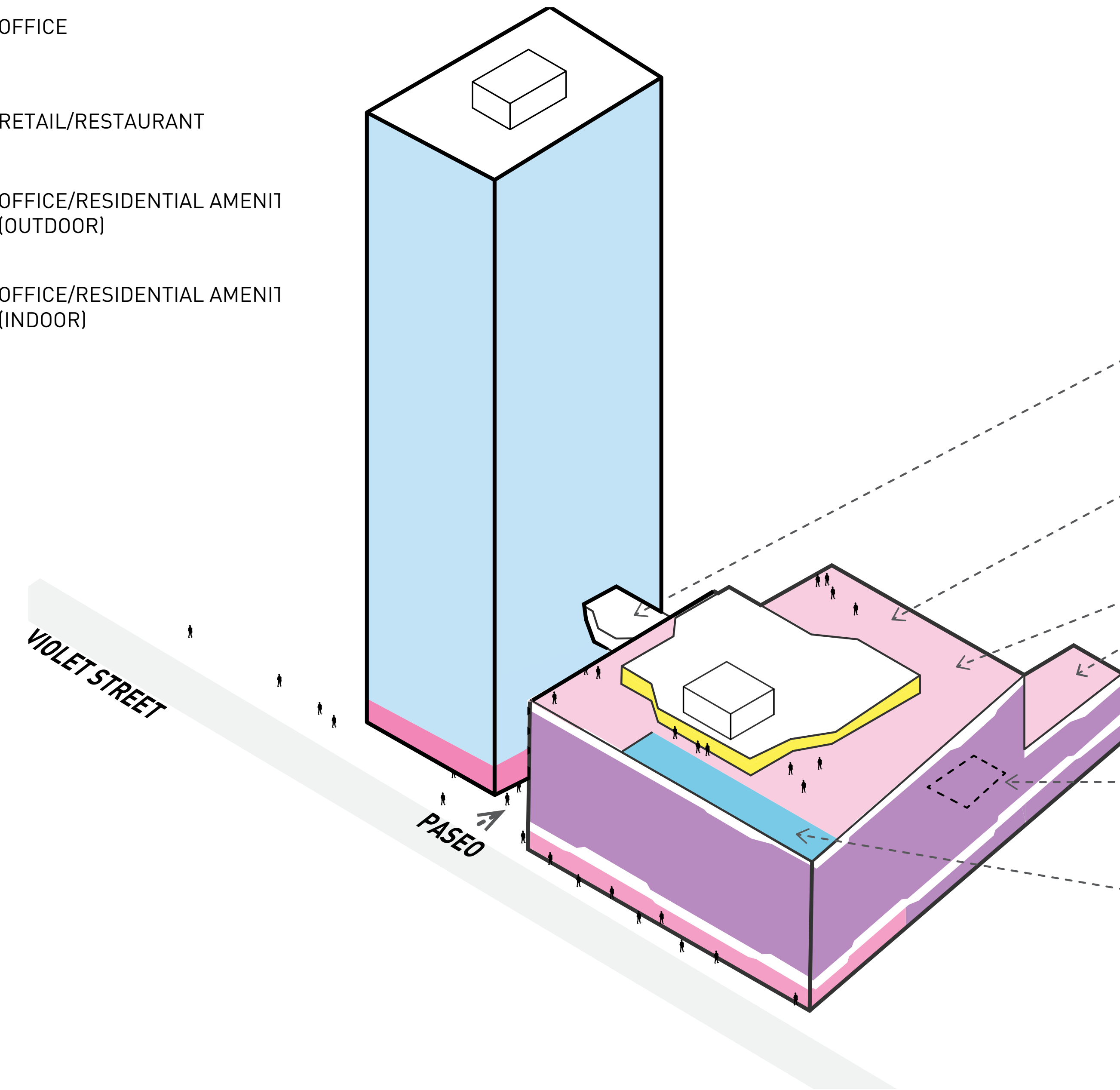
PROGRAM

LEGEND:

LIVE/WORK RENTAL UNITS

OFFICE

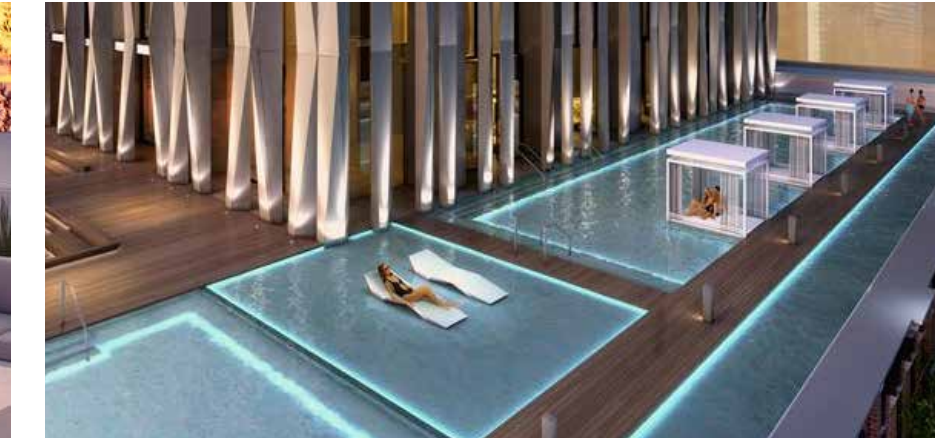
RETAIL/RESTAURANT

OFFICE/RESIDENTIAL AMENITY
(OUTDOOR)OFFICE/RESIDENTIAL AMENITY
(INDOOR)

PODIUM ROOF AMENITIES



ROOFTOP LOUNGE AREAS



ROOFTOP POOL & SEATING

MID-BLOCK 'ARTWALK' PASEO



ART FAÇADE OPPORTUNITIES

PUBLIC SEATING



PUBLIC SEATING

'CREATIVE' RETAIL TO ACTIVATE STREETEDGE



RETAIL:
POSSIBLE USE: CAFE, BAKERY,
ARTISAN SHOP & RESTAURANT



COMMERCIAL:
POSSIBLE USE: INDUSTRIAL/
ARTISAN FABRICATION (CERAMIC,
WOOD -WORKING ETC.)



OFFICE:
POSSIBLE USE: GRAPHIC DESIGN,
PHOTOGRAPHY, CREATIVE-TECH
ETC.

3	ENTITLEMENT PKG. REVISION				2020-12-14	
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				2020-12-14

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PROGRAM

TITLE	
PROJECT NUMBER 201602	ISSUE NO.
	3
DRAWING NUMBER	

A.120

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PUBLIC BENEFIT

A close-up photograph of a red bicycle with white tires parked next to a silver metal bike rack. The rack is made of two parallel bars, one of which has a small, stylized logo of a person riding a bicycle. The background is slightly blurred, showing some greenery and a paved area.

This architectural rendering depicts a vibrant, modern commercial street scene. The street is lined with multi-story buildings featuring large glass storefronts and balconies. On the left, a building has a sign that reads "COMMERCIAL". The street is populated with diverse groups of people, including a family with a stroller, a person pushing a shopping cart, and individuals walking in pairs or groups. The scene is set during the day with soft lighting, and the overall atmosphere is one of a lively, pedestrian-friendly urban environment. A red arrow points to the street level, and a red line highlights a specific area on the right side of the street.

VIEW OF PUBLIC PLAZA CONNECTING TO PASEO BETWEEN BUILDINGS



POP-UP CAFE



PUBLIC SEATING

In accordance with planning provisions, the development proposes a mix of employment and production functions. The target is to provide space to house creative uses, creative office or other qualifying arts and productive uses.

To address the objective of supporting a vibrant street life for the neighborhood, we have proposed a public plaza between the two buildings. The open space is tailored to support the ground-oriented retail and workshop areas. The open space will help foster a sense of place and community that will contribute to the public realm.

Industrial areas are often characterized by large blocks and floor plates which are not originally intended to accommodate high volumes of pedestrians or the types of activities present in industrial mixed-use areas. The proposed retail frontage and public open space along with pedestrian paseo will infuse life and activity on the sidewalk, creating opportunities for passive and active use of public space.

The at-grade facades offer an opportunity to enhance and support the Arts District's unique identity and role within the City of Los Angeles. The project proposes an integration of art and architecture through designated zones along the Violet St. street edge and Paseo.

In addition to the arts and productive spaces, the development also proposes an onsite resident production space that provides increased capacity for goods fabrication and other production activities. The space provides an alternative for creative workers and entrepreneurs to incubate their work in-house instead of paying for work space off site.

The project provides 39 units for very low income tenants, and 18 units for extremely low income tenants.

RESIDENTIAL/OFFICE AMENITY



BIKE STORAGE



GYM

**Images are reference precedent examples only and not representative of final design.*

In addition to grade-oriented production and open spaces, the proposal includes a roof park amenity that provides opportunity for social interaction and on-site recreation. The common area amenity package may include:

- Rooftop Outdoor Pool;
- Rooftop Poolside Seating;
- Rooftop Outdoor Barbecue Areas;
- Rooftop Outdoor Fire Pit Areas;
- Indoor Fitness Centre;
- Interior Lounge Space;

Other on-site common amenities include:

- Bicycle Storage/Maintenance Areas;
- Delivery Storage Area.

With its unique program and mix, the proposed development points to a new future for the Arts District and the City of Los Angeles. These interconnected and mutually supportive uses and spaces respond to the new and more sustainable ways of urban living: living close to work, shops, recreation. The project attempts to establish a benchmark with respect to this approach, in scale to the context and neighborhood.

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PUBLIC BENEFIT

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER A.121	

CLIMATE-ADAPTED DESIGN

The proposed development outlines a number of key features in support of the sustainable design objectives for the Arts District:

1 MIXED-USE PROGRAM

The mixed-use program with proposed synergistic program in support of living and working, supports an approach to a walkable community that reduces the reliance on transportation infrastructure. The proximity to the City center also supports a multi-modal transportation approach for those that wish to reduce their commute and reliance on the automobile.

2 TRANSPORTATION AND RESOURCE-SHARING

In support of planning objectives, the proposal may provide unique parking provisions where stalls could be reserved for electric vehicles and car-sharing. This flexible approach supports an innovative intent to reduce car use and further sustainability objectives.

3 ON-SITE AMENITIES/PODIUM ROOF PARK

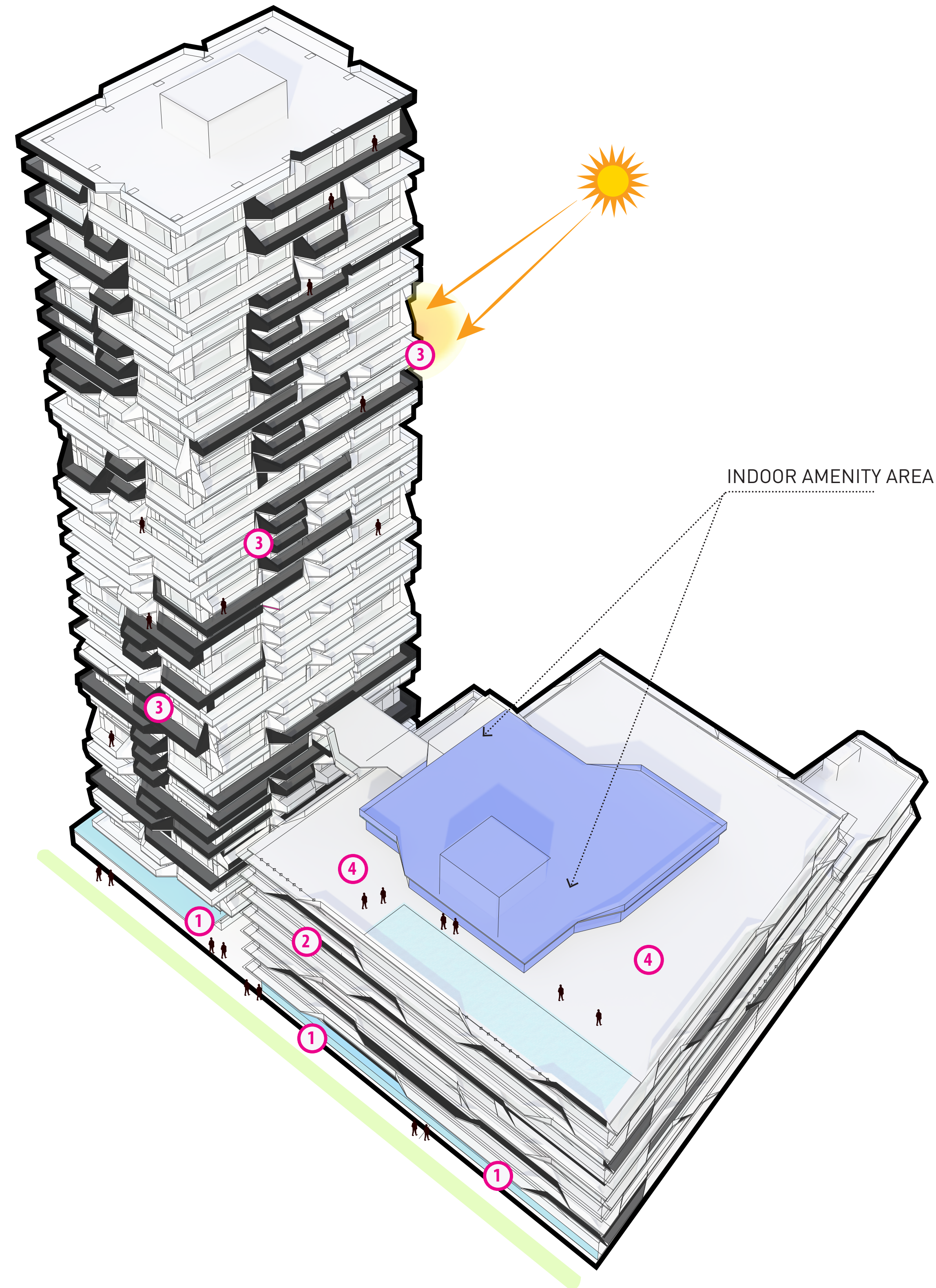
In support of planning objectives for vibrant and sustainable developments, the proposal includes provisions for a large roof park common amenity. The roof park will include a mix of hard and soft landscaped areas that will reduce the heat island effect and control storm runoff.

4 PASSIVE DESIGN/FAÇADE TREATMENT (RESPONSIVE DESIGN)

To address the desire for more sustainable development, the project proposes a passive strategy that is tightly integrated into the architectural character of the development. The “industrial stack” deck façade pattern not only provides for an animated play of light on the façade surfaces, it also provides passive shading. Angled privacy screens on decks also provide passive shading for lower sun angles.

LEGEND:

- 1 HIGH GLAZED RETAIL FRONT
- 2 COMMERCIAL / OFFICE
- 3 ANGLED BRISE-SOLEIL & PRIVACY SCREEN
- 4 PODIUM ROOF AMENITY



3	ENTITLEMENT PKG. REVISION	2020-12-14			
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				DRAWING DATE
				2020-12-14

2143 VIOLET,
LOS ANGELES
CALIFORNIA

PROJECT

CLIMATE-ADAPTED DESIGN

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER	

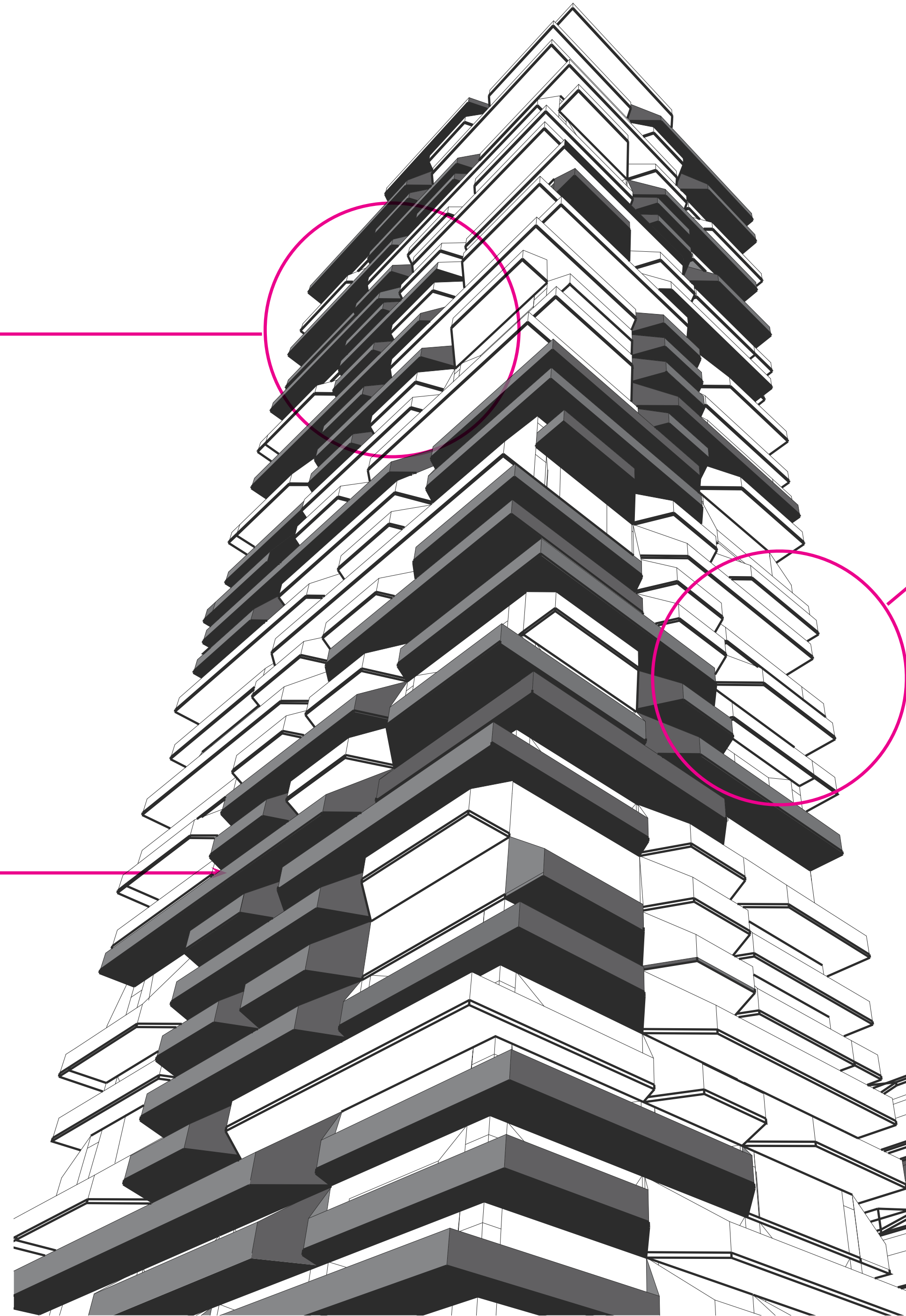
A.118

FACADE/MATERIALS

ANGLED PRIVACY SCREENS (BLACK AND WHITE)



PAINTED CONCRETE DECK EDGE (BLACK AND WHITE)



FROSTED GLASS PRIVACY SCREEN (DARK GREY AND WHITE)



3	ENTITLEMENT PKG. REVISION	2020-12-14			
2	ENTITLEMENT PKG. REVISION	2020-04-07			
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28			

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				DRAWING DATE
				2020-12-14

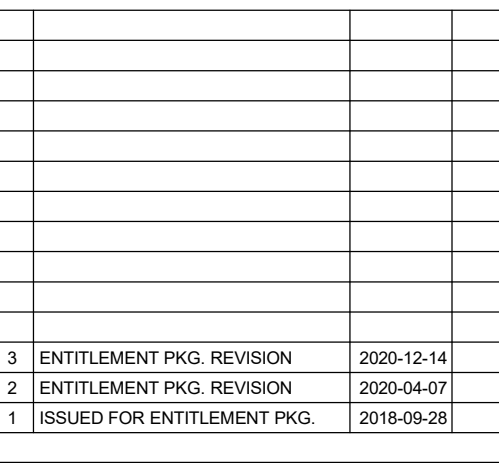
2143 VIOLET,
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CALIFORNIA

PROJECT

FACADE & MATERIALS

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER	

A.123



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				DRAWING DATE
				2020-12-14

PROJECT

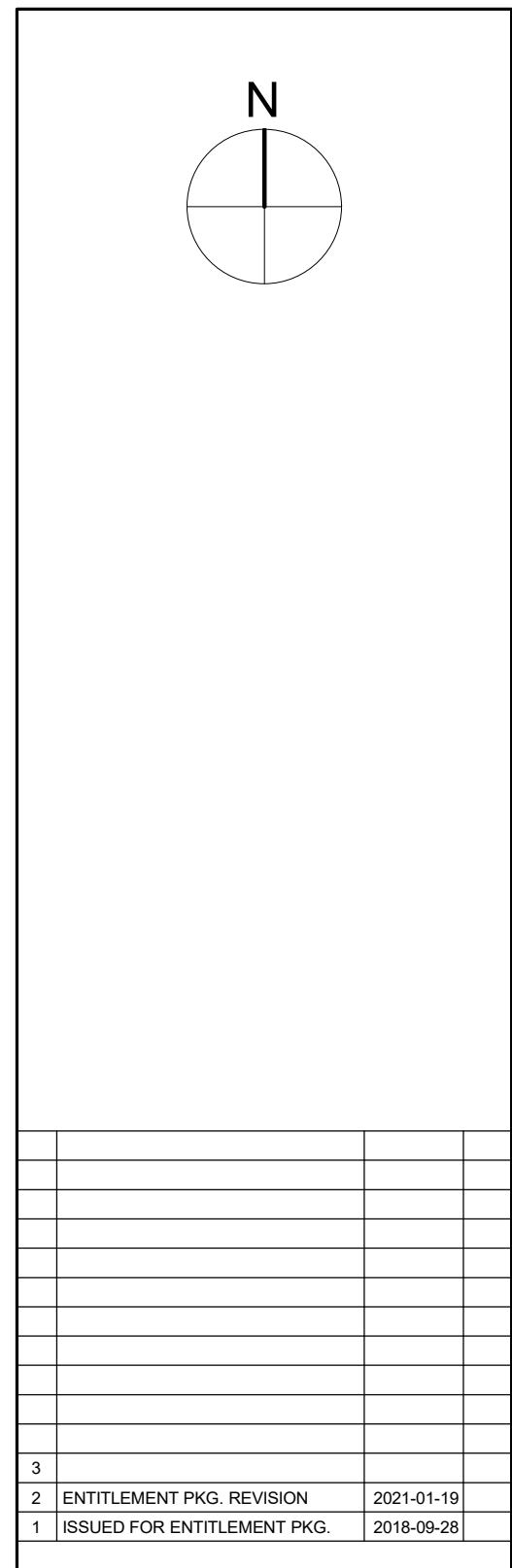
TITLE

ISSUE NO.

3

A.200

AREA SCHEDULE - P6 LEVEL	
Name	Area
OFFICE - MEP	2807 SF
OFFICE - MEP	1507 SF
OFFICE ELEVATOR LOBBY	565 SF
PARKING	58105 SF
RES. ELEVATOR LOBBY	208 SF
RESIDENTIAL - MEP	174 SF
RESIDENTIAL - MEP	176 SF



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	SK			DRAWING DATE
				2020-02-19

2143 VIOLET,
LOS ANGELES
CALIFORNIA

PROJECT

P6 PARKING PLAN

TITLE	
PROJECT NUMBER	ISSUE NO.

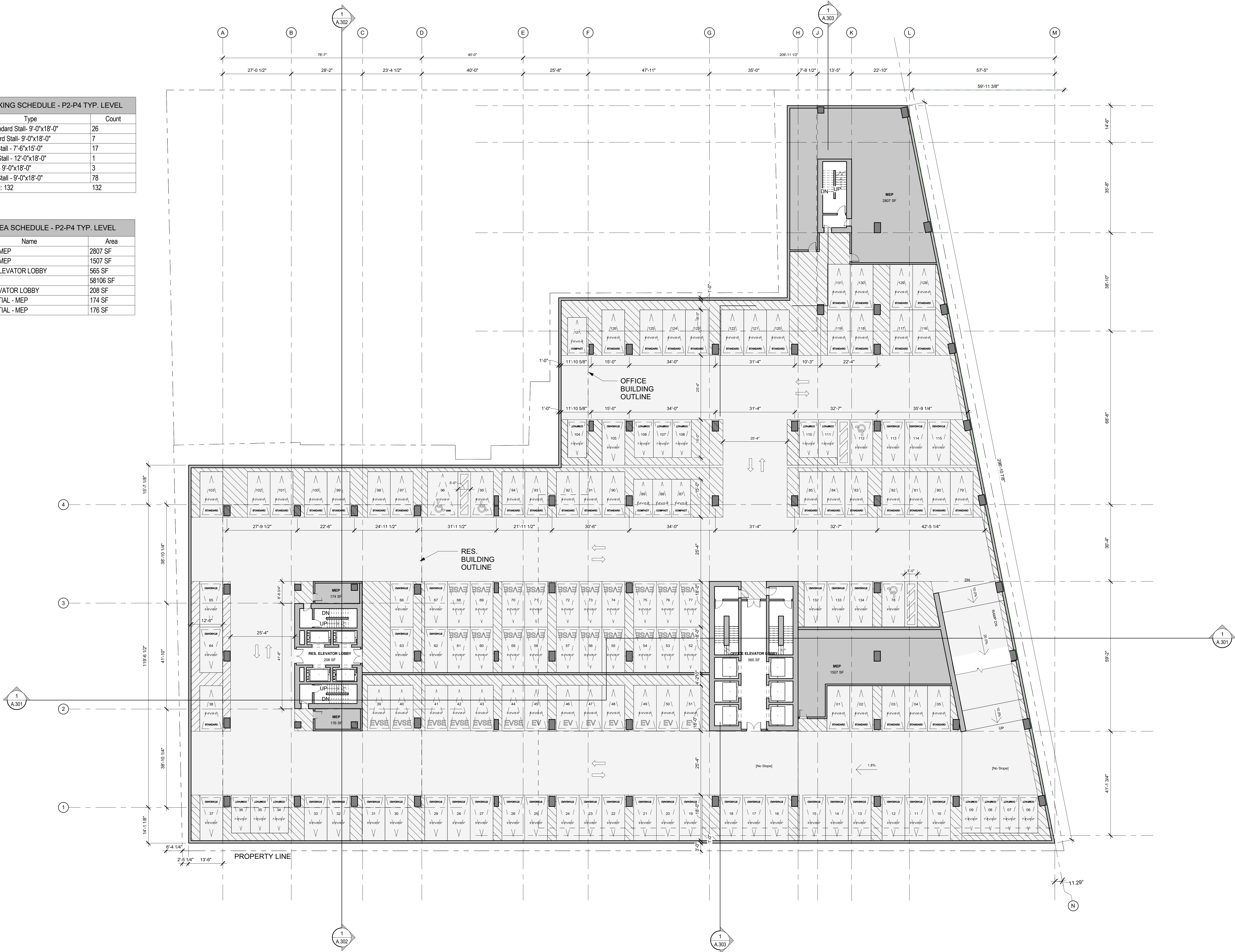
201602

	2
DRAWING NUMBER	

A.201

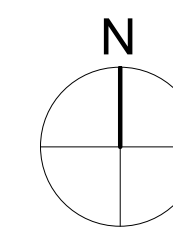
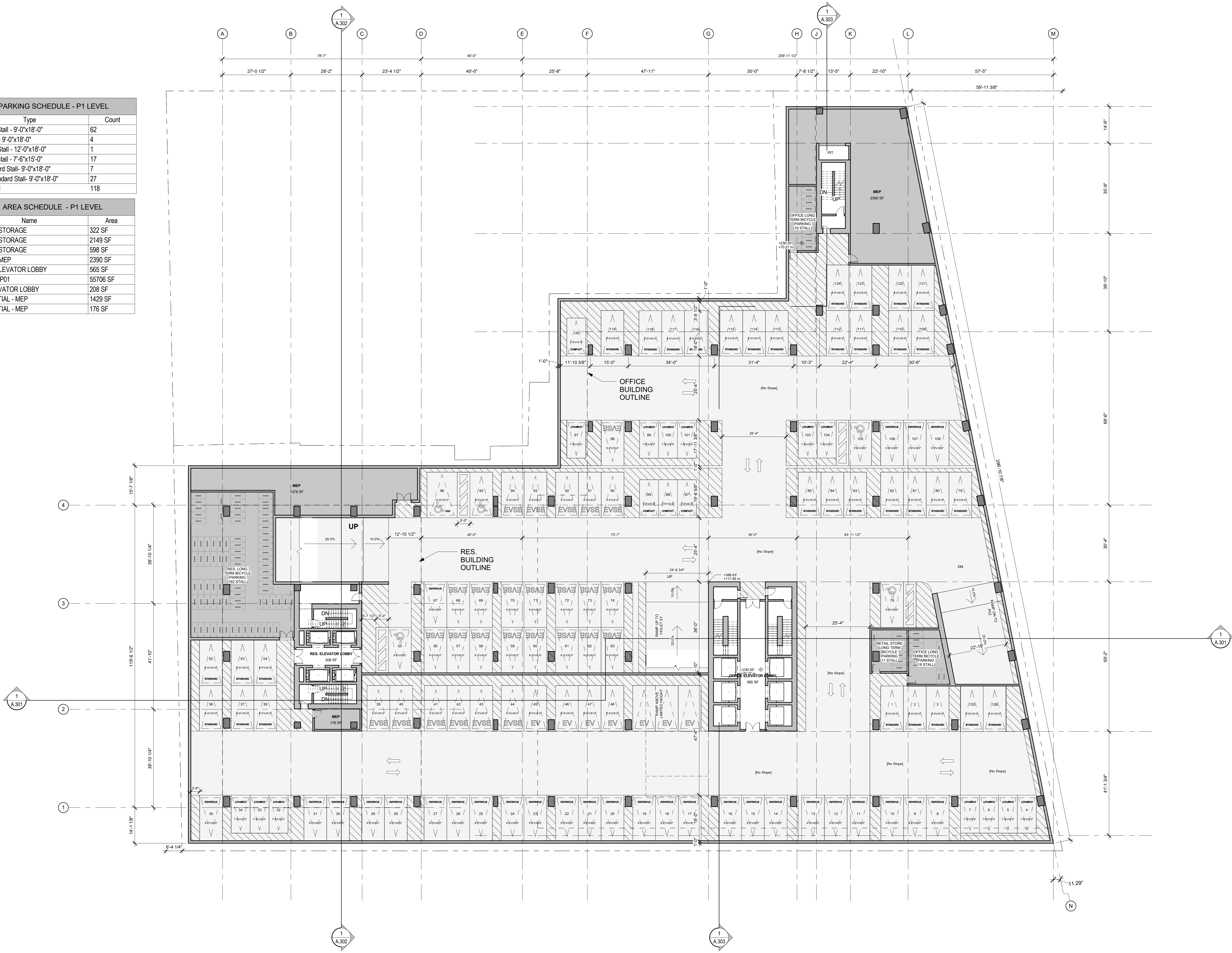
PARKING SCHEDULE - P2-P4 TYP. LEVEL	
Type	Count
EVSE Standard Stall- 9'-0"x18'-0"	26
EV Standard Stall- 9'-0"x18'-0"	7
Compact Stall - 7'-6"x15'-0"	17
ADA Van Stall - 12'-0"x18'-0"	1
ADA Stall - 9'-0"x18'-0"	3
Standard Stall - 9'-0"x18'-0"	78
Grand total: 132	132

AREA SCHEDULE - P2-P4 TYP. LEVEL	
Name	Area
OFFICE - MEP	2807 SF
OFFICE - MEP	1507 SF
OFFICE ELEVATOR LOBBY	565 SF
PARKING	58106 SF
RES. ELEVATOR LOBBY	208 SF
RESIDENTIAL - MEP	174 SF
RESIDENTIAL - MEP	176 SF



AREA SCHEDULE - P1 LEVEL	
Name	Area
BICYCLE STORAGE	322 SF
BICYCLE STORAGE	2149 SF
BICYCLE STORAGE	598 SF
OFFICE - MEP	2390 SF
OFFICE ELEVATOR LOBBY	565 SF
PARKING P01	55706 SF
RES. ELEVATOR LOBBY	208 SF
RESIDENTIAL - MEP	1429 SF
RESIDENTIAL - MEP	176 SF

AREA SCHEDULE - P1 LEVEL	
Name	Area
BICYCLE STORAGE	322 SF
BICYCLE STORAGE	2149 SF
BICYCLE STORAGE	598 SF
OFFICE - MEP	2390 SF
OFFICE ELEVATOR LOBBY	565 SF
PARKING P01	55706 SF
RES. ELEVATOR LOBBY	208 SF
RESIDENTIAL - MEP	1429 SF
RESIDENTIAL - MEP	176 SF



3			
2	ENTITLEMENT PKG. REVISION	2021-01-19	
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28	



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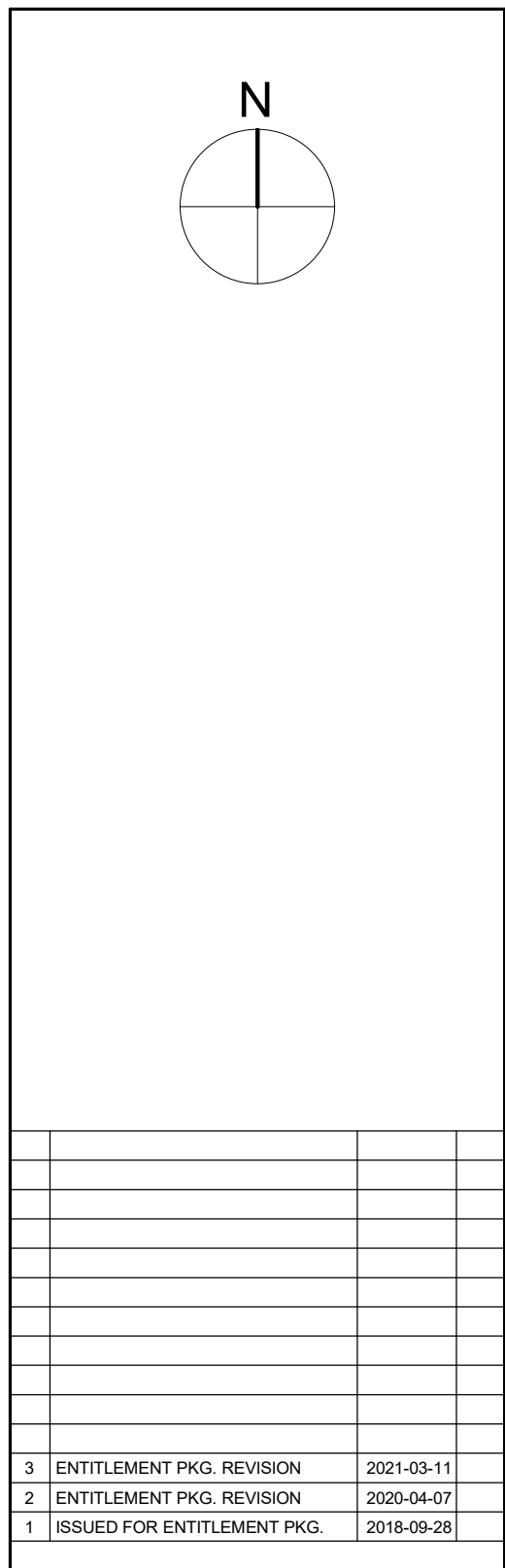
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	SK			DRAWING DATE
				2020-04-07

2143 VIOLET,
LOS ANGELES
CALIFORNIA

PROJECT	
P1 PARKING PLAN	

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 2
DRAWING NUMBER	

A.204



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	ZB			DRAWING DATE
	YL			2021-03-04

2143 VIOLET,
LOS ANGELES
CALIFORNIA

PROJECT

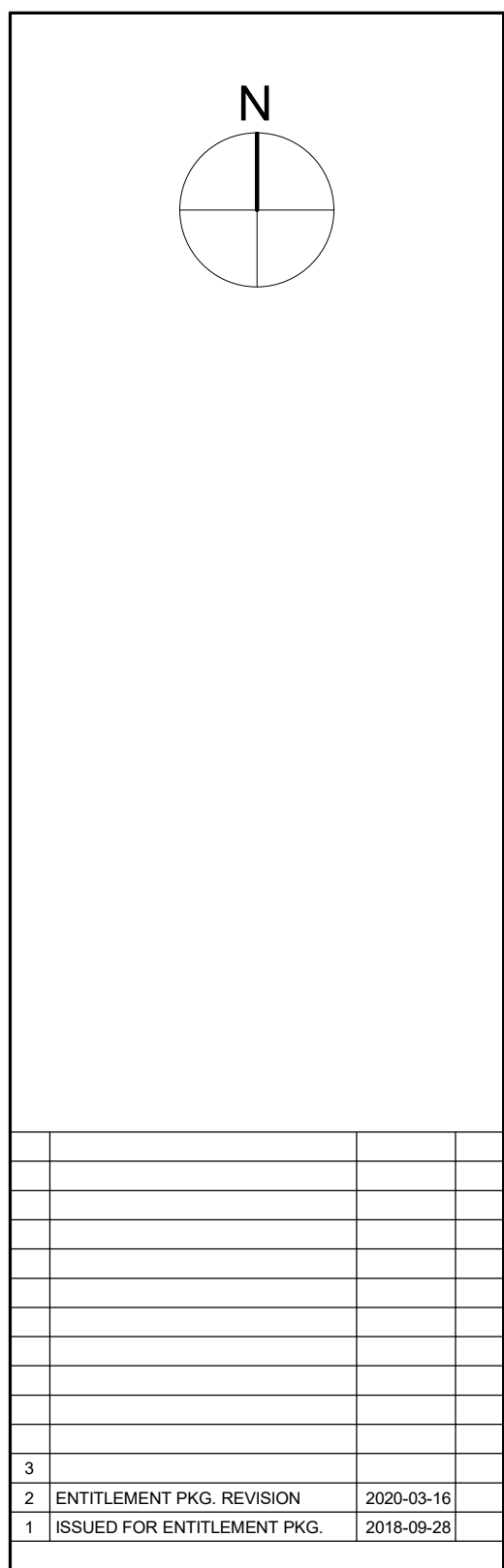
LEVEL 1 (GROUND)
PLAN

TITLE

PROJECT NUMBER 201602	ISSUE NO.
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DRAWING NUMBER	
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A.205



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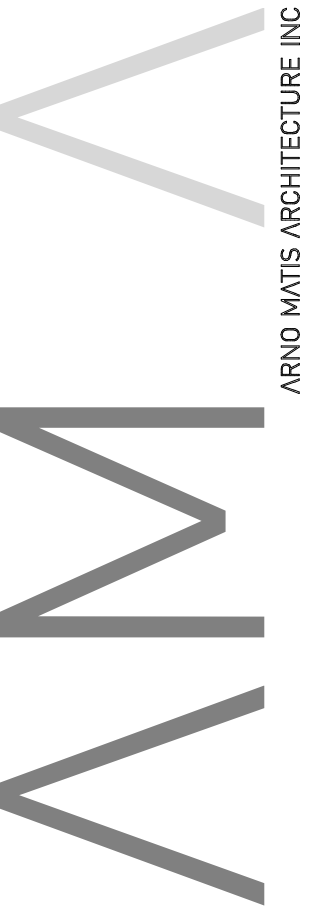
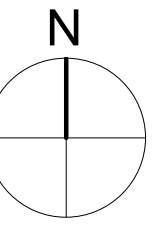
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				DRAWING DATE
				2020-02-19

2143 VIOLET,
LOS ANGELES
CALIFORNIA

PROJECT	
RES. BLDG. LEVEL 2-4 / OFFICE BLDG. LEVEL 2-3 TYP.	
PLAN	
TITLE	
PROJECT NUMBER 201602	ISSUE NO. 2
DRAWING NUMBER	
A.206	

TREES REQUIRED	TREES PROVIDED
PER ZONING CODE, SECTION 12.21 (G) 2 A.3	
GROUND LEVEL	13
LEVEL 4 (OFFICE AMENITY)	21
OFFICE LEVEL 8/RES. LEVEL 11 (RES. AMENITY UPPER LEVEL)	89
PROTECTED TREES (SEE TREE PROTECTION REPORT)	
TOTAL PROVIDED	123
TOTAL REQUIRED	106

3	ENTITLEMENT PKG. REVISION	2020-12-14	
2	ENTITLEMENT PKG. REVISION	2020-04-07	
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28	



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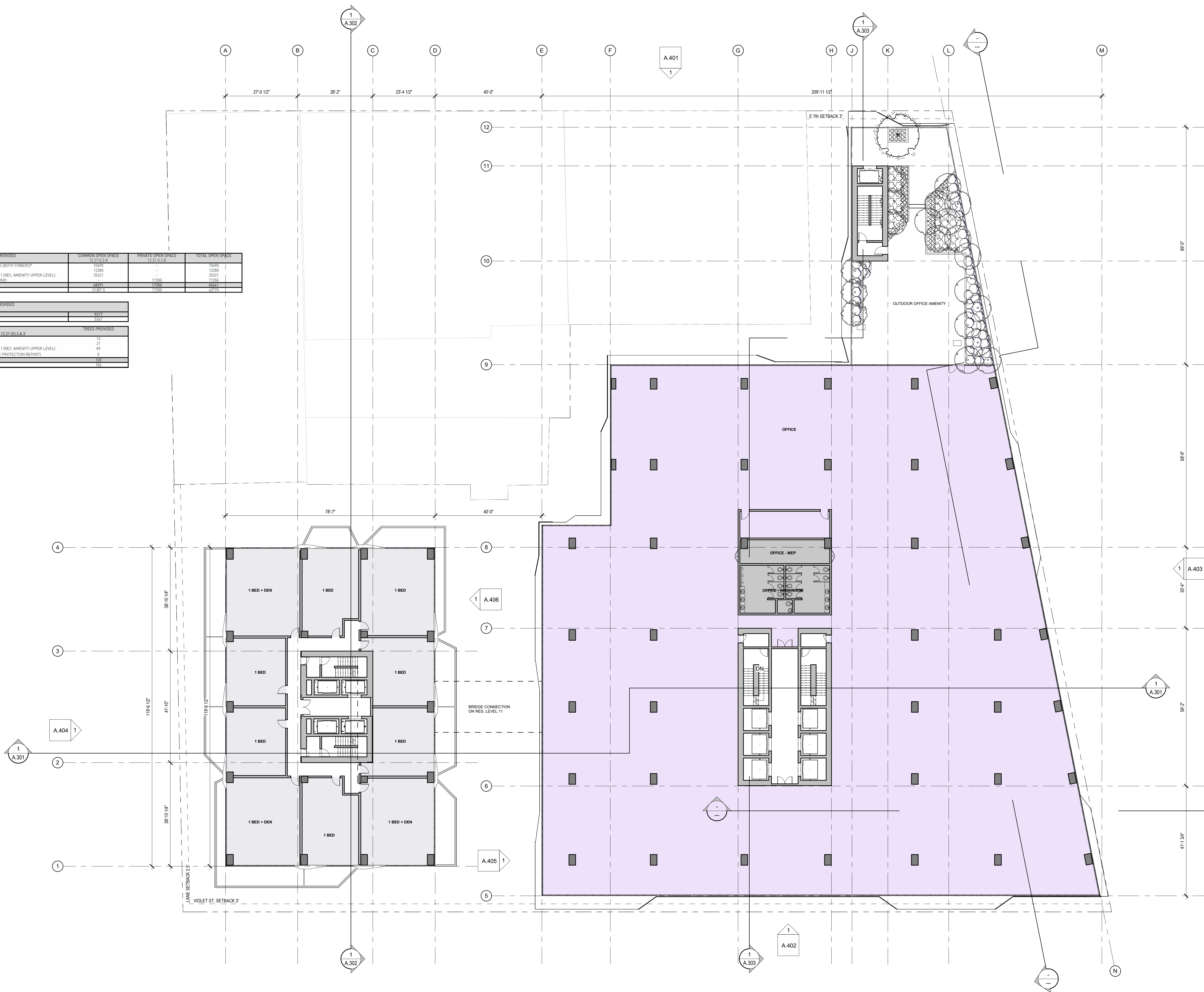
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				2020-04-07

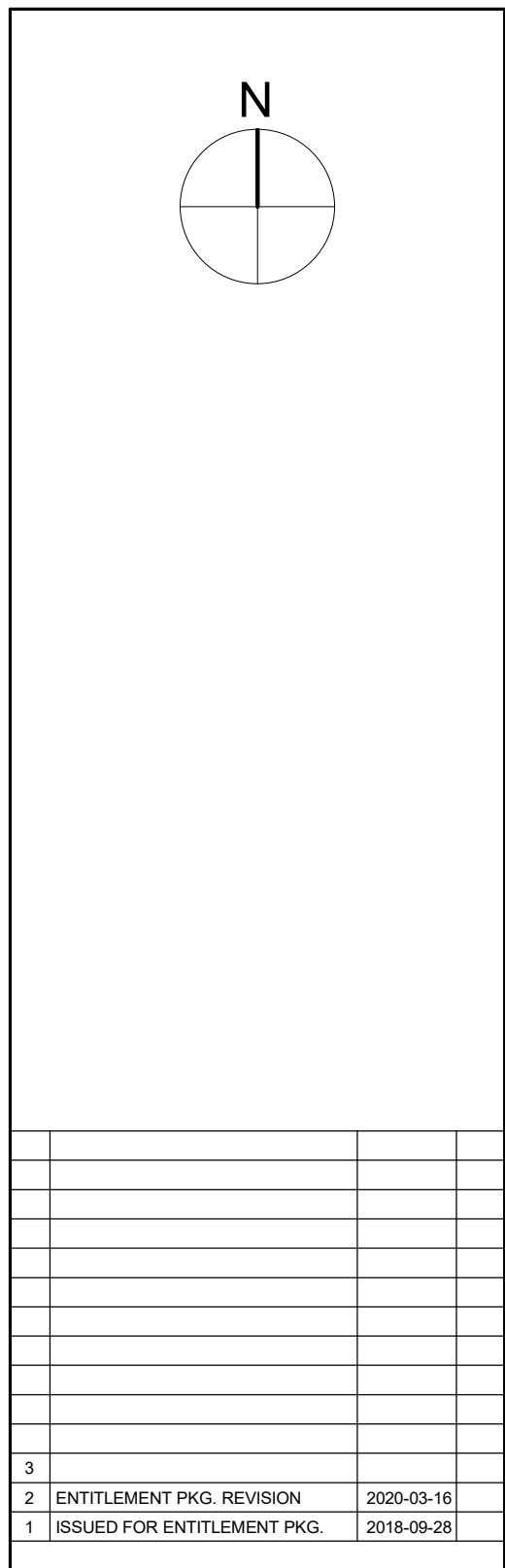
2143 VIOLET,
LOS ANGELES
CALIFORNIA

PROJECT	RES. BLDG. LEVEL 5 / OFFICE BLDG. LEVEL 4 PLAN
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TITLE	
PROJECT NUMBER 201602	ISSUE NO. 2
DRAWING NUMBER	

A.207





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	ZB			1/16" = 1'-0"
				DRAWING DATE
				2020-02-19

2143 VIOLET,
LOS ANGELES
CALIFORNIA

PROJECT

RES. BLDG. LEVEL
6-10 / OFFICE BLDG.
LEVEL 5-7 TYP.
PLAN

PROJECT NUMBER 201602	ISSUE NO.
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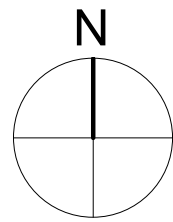
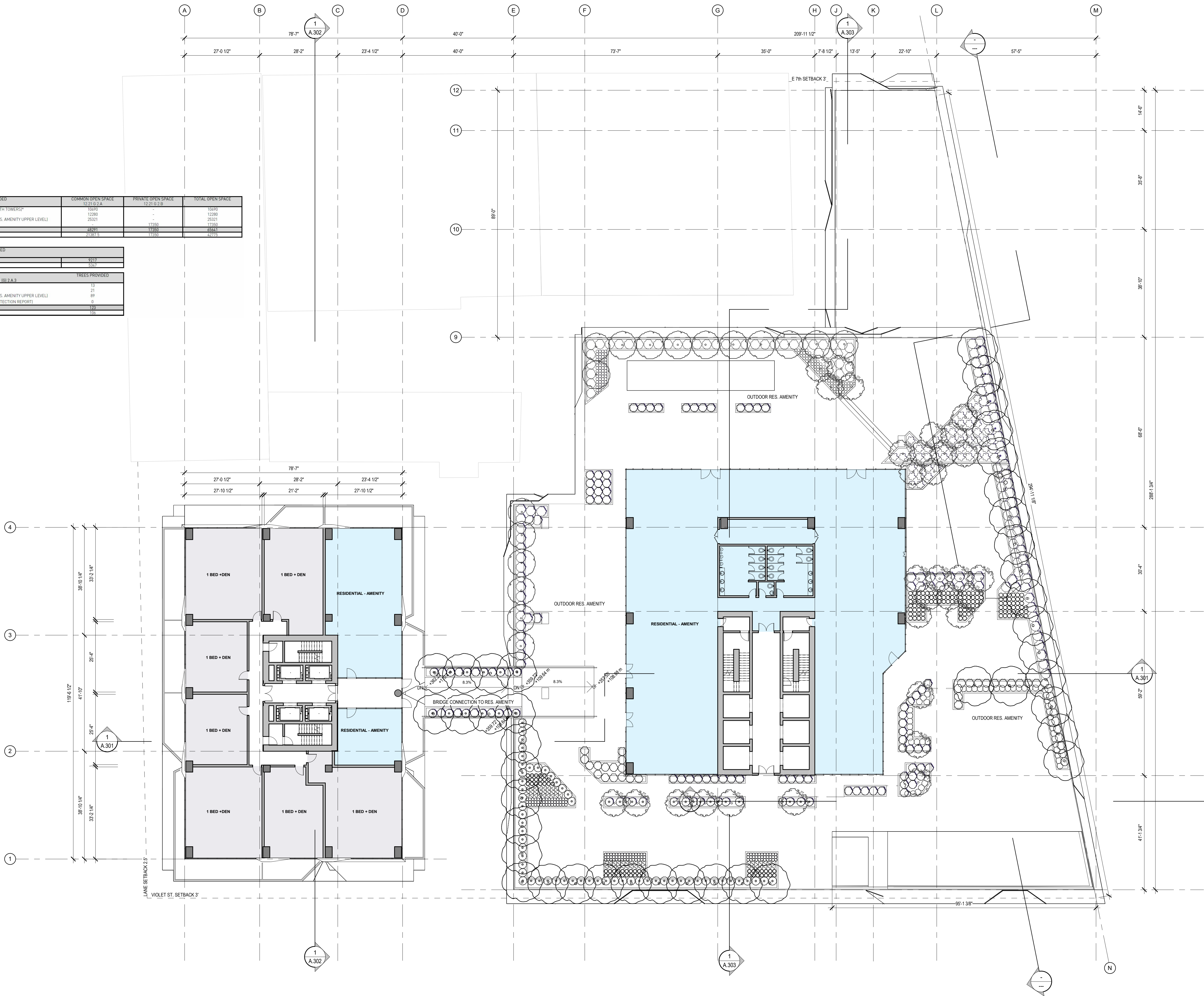
DRAWING NUMBER

A.208

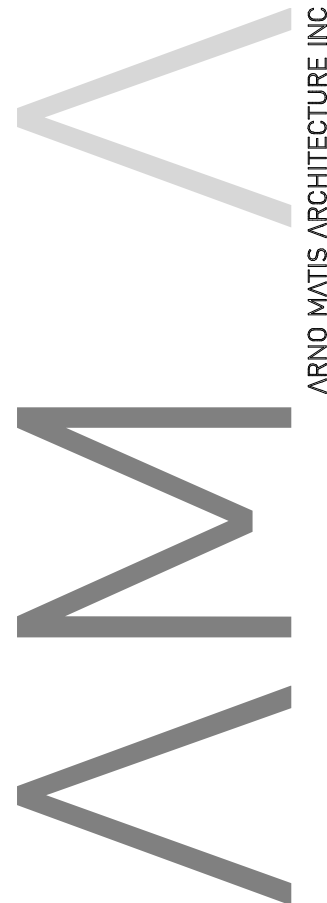
RESIDENTIAL OPEN SPACE PROVIDED (SQ FT)	COMMON OPEN SPACE 12.21 G 2 A	PRIVATE OPEN SPACE 12.21 G 2 B	TOTAL OPEN SPACE
RECREATION/AMENITY ROOMS (BOTH TOWERS)*	10670	-	10670
GROUND LEVEL (PASEO)	12280	-	12280
OFFICE LEVEL 8/RES. LEVEL 11 (RES. AMENITY UPPER LEVEL)	25321	-	25321
PRIVATE OPEN SPACE (BALCONY)	-	17350	17350
TOTAL PROVIDED	48251	17350	65601
TOTAL REQUIRED	21367.5	17350	38717.5

PLANTED GROUND COVER PROVIDED (SQ FT)	
TOTAL PROVIDED	2217
TOTAL REQUIRED	5341

TREES PROVIDED	
TREES REQUIRED PER ZONING CODE, SECTION 12.21 (G) 2 A.3	
GROUND LEVEL	13
LEVEL 4 (OFFICE AMENITY)	21
OFFICE LEVEL 8/RES. LEVEL 11 (RES. AMENITY UPPER LEVEL)	89
PROTECTED TREES (SEE TREE PROTECTION REPORT)	0
TOTAL PROVIDED	123
TOTAL REQUIRED	105



3	ENTITLEMENT PKG. REVISION	2020-12-14
2	ENTITLEMENT PKG. REVISION	2020-04-07
1	ISSUED FOR ENTITLEMENT PKG.	2019-09-28



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YL			DRAWING DATE
			2020-12-14

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LOS ANGELES
CALIFORNIA

PROJECT

RES. AMENITY
UPPER LEVEL (RES.
LEVEL 11 / OFFICE
LEVEL 8)

TITLE

PROJECT NUMBER

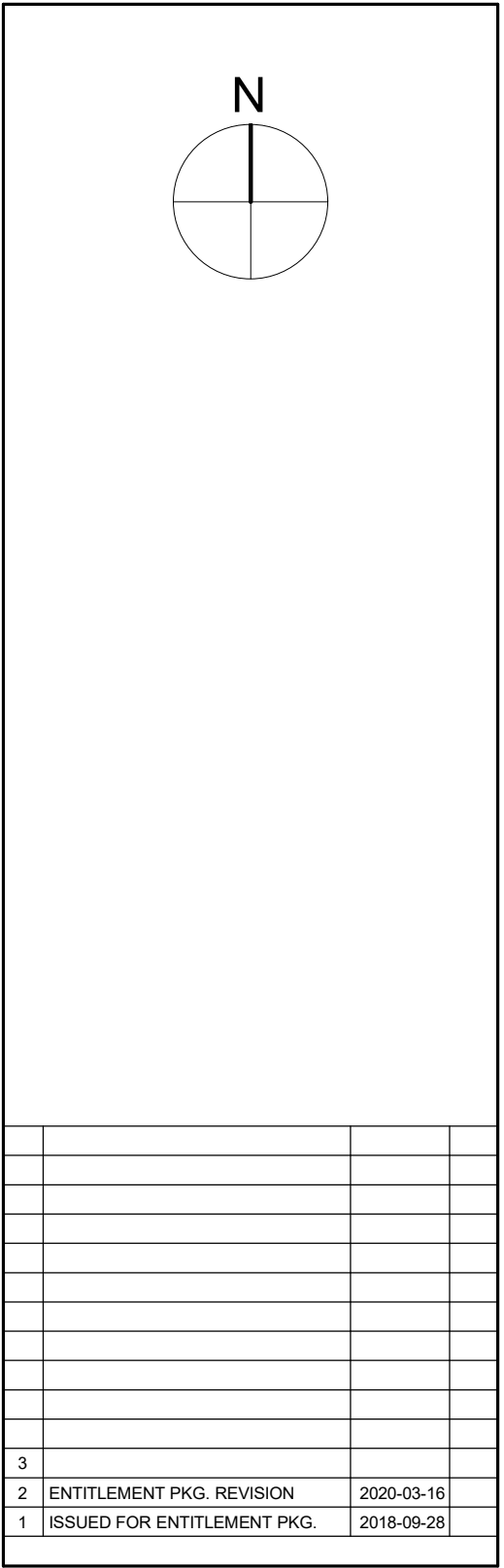
201802

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3

A.209



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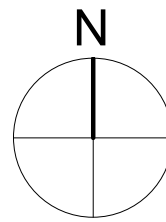
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				DRAWING DATE
				2020-02-19

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LOS ANGELES
CALIFORNIA

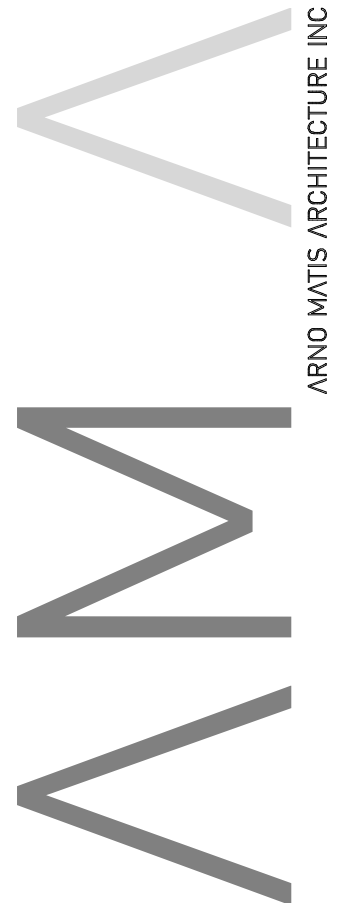
PROJECT
RES. BLDG. LEVEL 12-23 TYP. PLAN

TITLE	
PROJECT NUMBER 201602	ISSUE NO.
	2
DRAWING NUMBER	

A.210



3		
2	ENTITLEMENT PKG. REVISION	2020-03-16
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28



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			2020-02-19

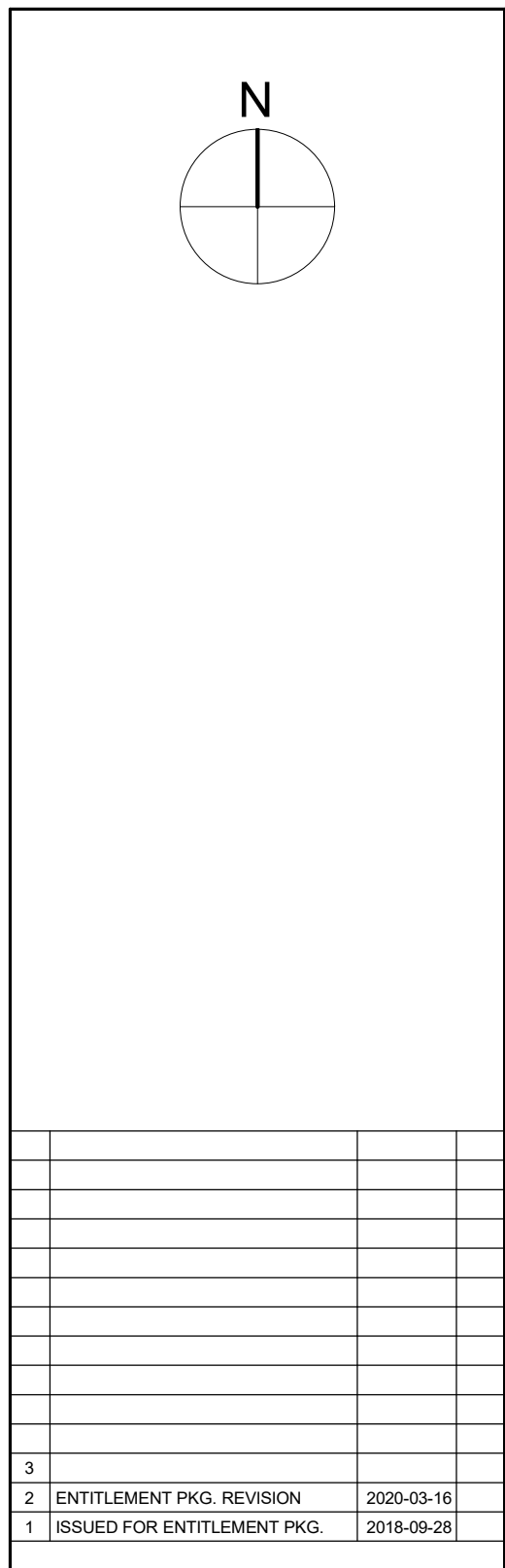
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PROJECT
RES. BLDG. LEVEL
24-33 TYP. PLAN

TITLE	ISSUE NO.
PROJECT NUMBER 201802	2
DRAWING NUMBER	A.211

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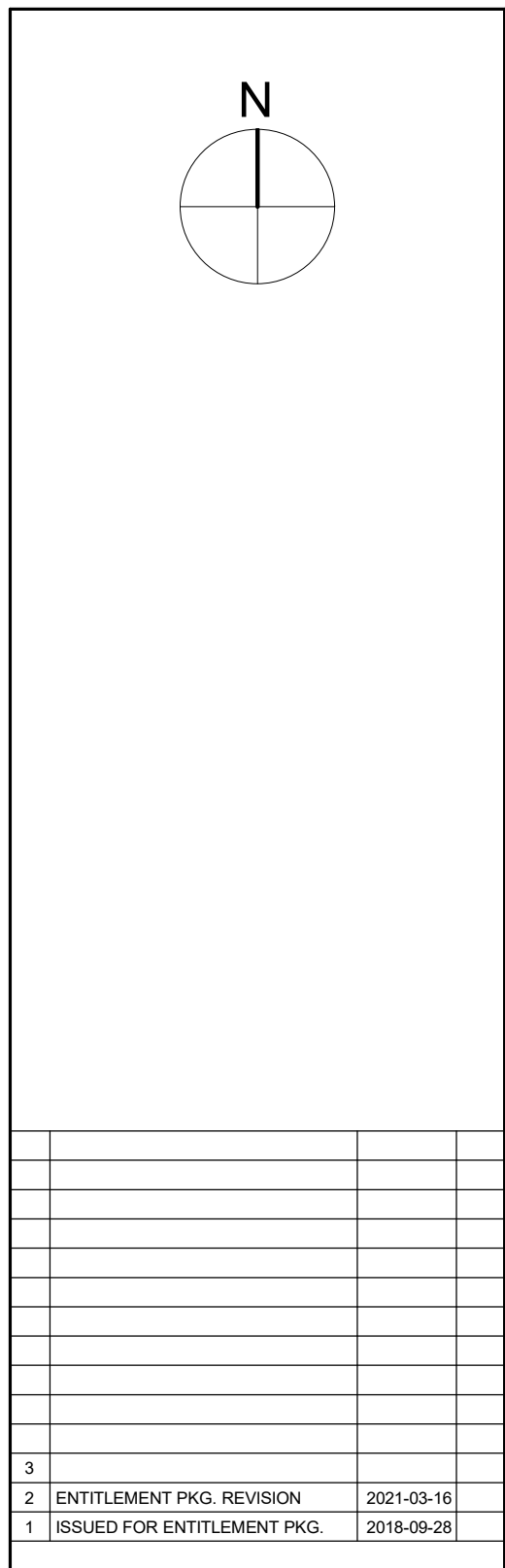
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				DRAWING DATE
				2020-02-19

2143 VIOLET,
LOS ANGELES
CALIFORNIA

PROJECT	
RES. BLDG. LEVEL	
34-36 TYP. PLAN	

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 2
DRAWING NUMBER	

A.212



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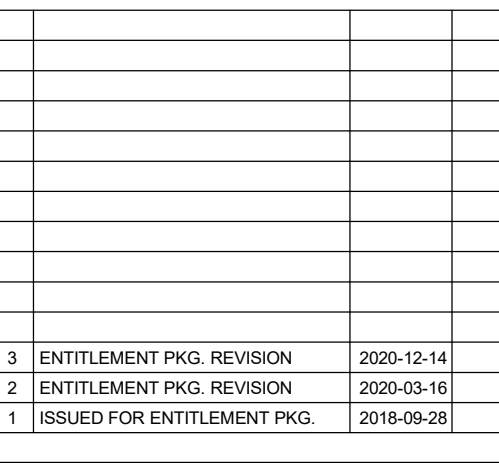
2143 VIOLET,
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PROJECT

ROOF PLAN

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 2
DRAWING NUMBER	

A.213



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				2020-12-14

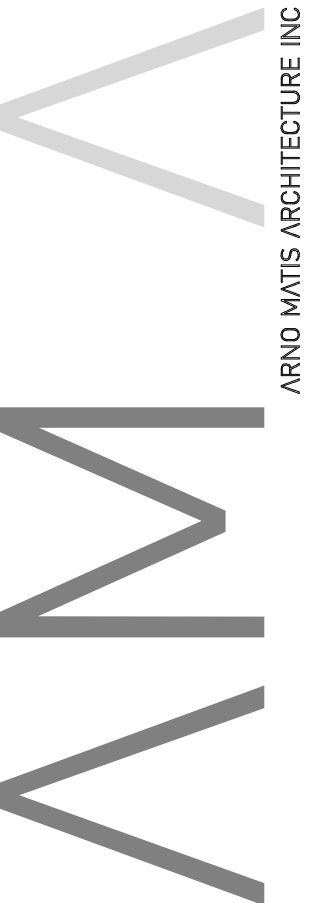
PROJECT

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER	

A.300

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3	ENTITLEMENT PKG. REVISION	2020-12-14
2	ENTITLEMENT PKG. REVISION	2020-03-16
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28



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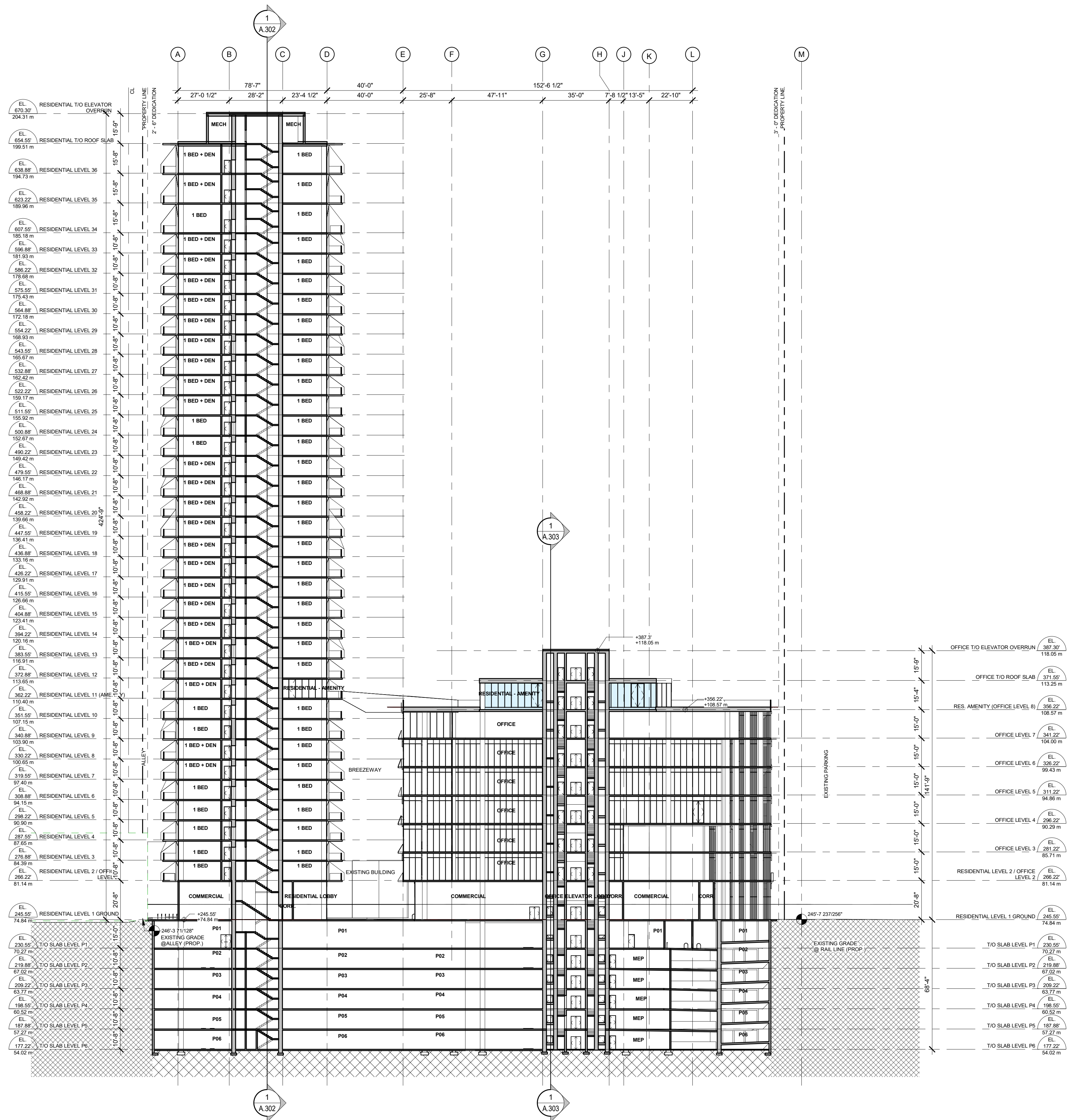
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	ZB			DRAWING DATE
	YL			2020-12-14

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PROJECT

SECTION A-A

TITLE	
PROJECT NUMBER 201602	ISSUE NO.
	3
DRAWING NUMBER	



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	YL			2020-12-14

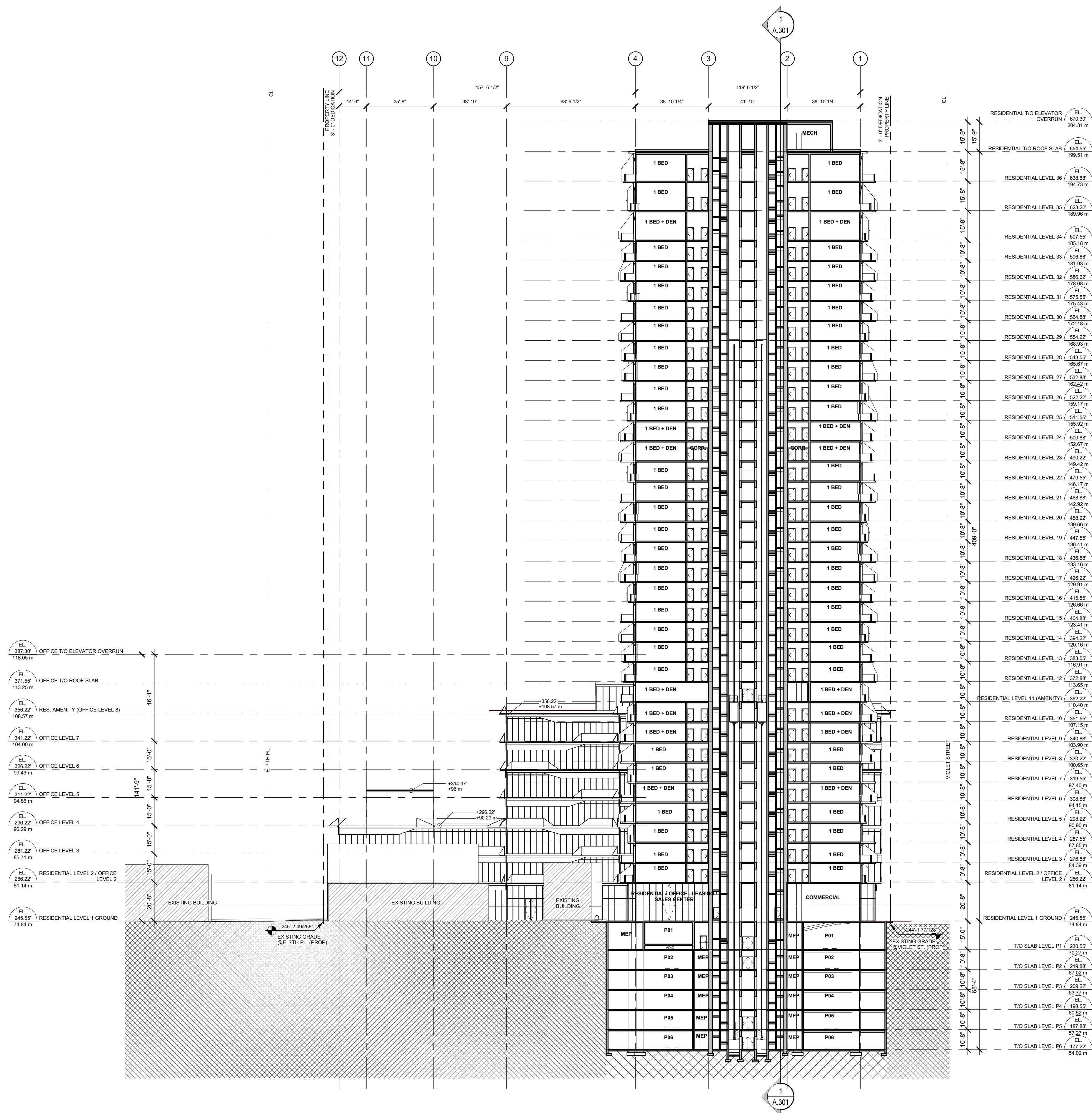
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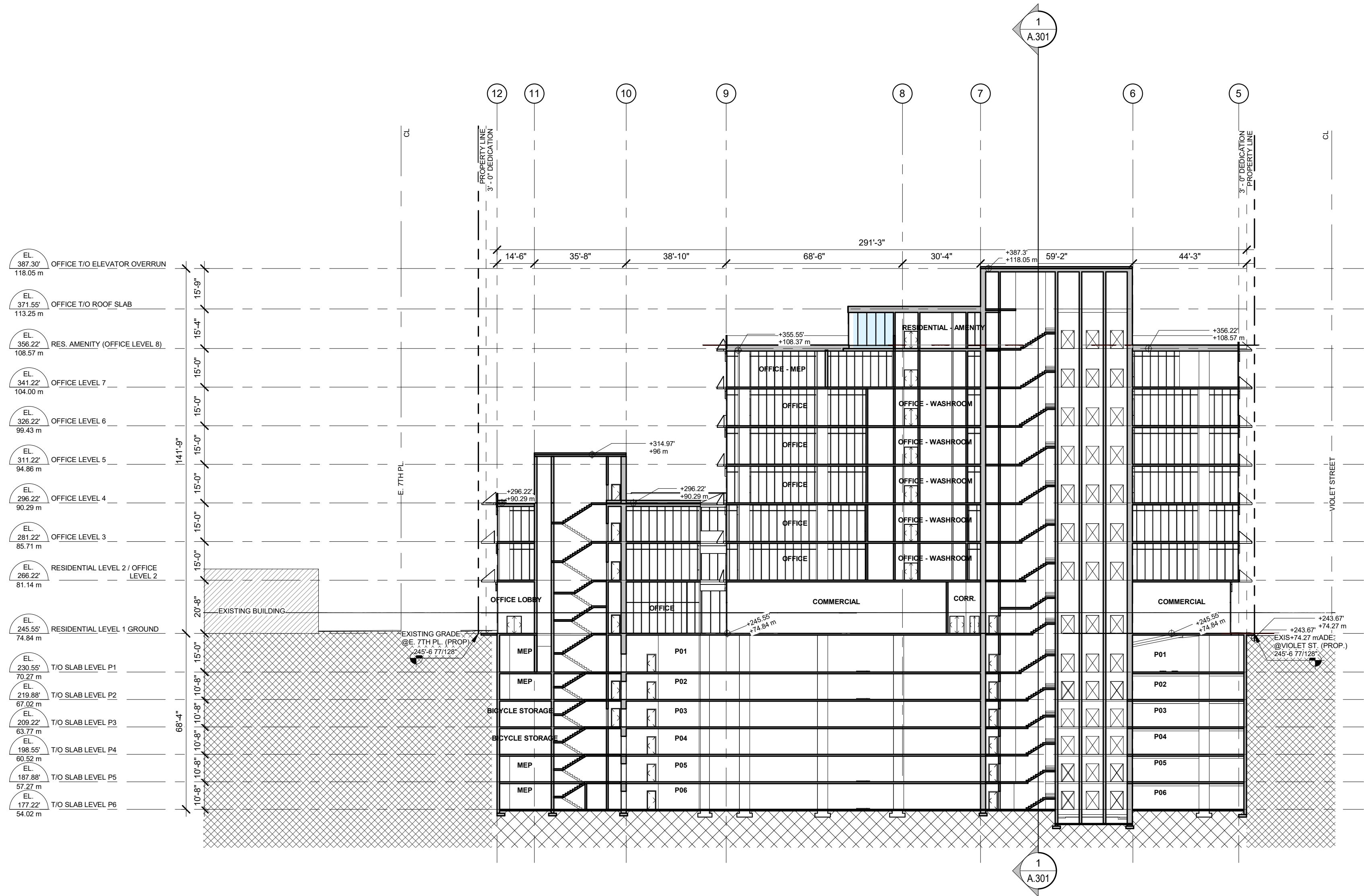
PROJECT

SECTION B-B

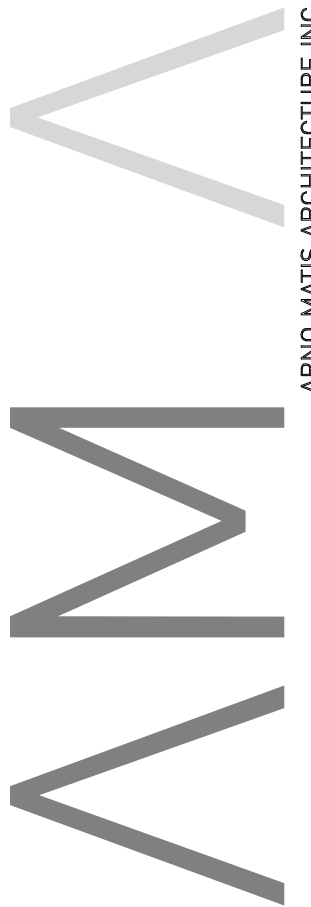
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PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER	

A.302





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2	ENTITLEMENT PKG. REVISION	2020-03-16
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28



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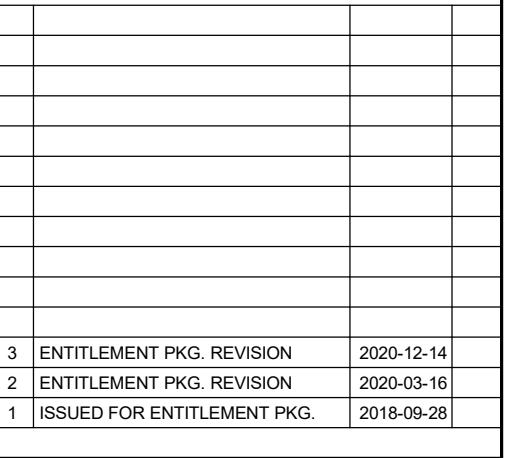
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	YL			2020-12-14

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CALIFORNIA**

PROJECT
SECTION C-C

TITLE	ISSUE NO.
PROJECT NUMBER 201802	3
DRAWING NUMBER	A.303

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2	ENTITLEMENT PKG. REVISION	2020-03-16	
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28	



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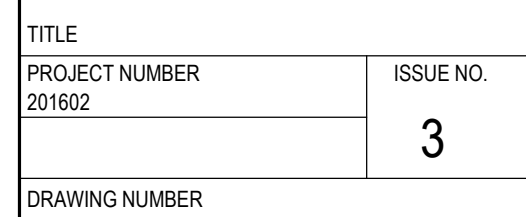
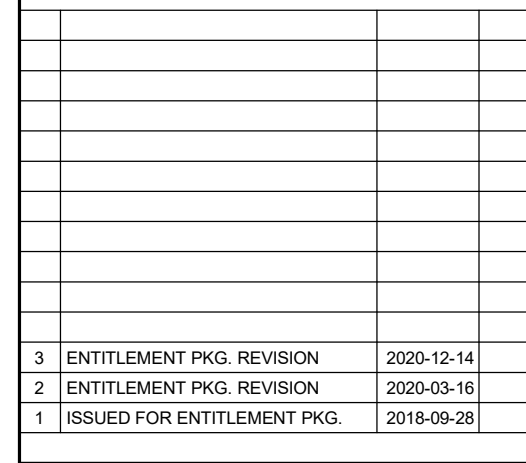
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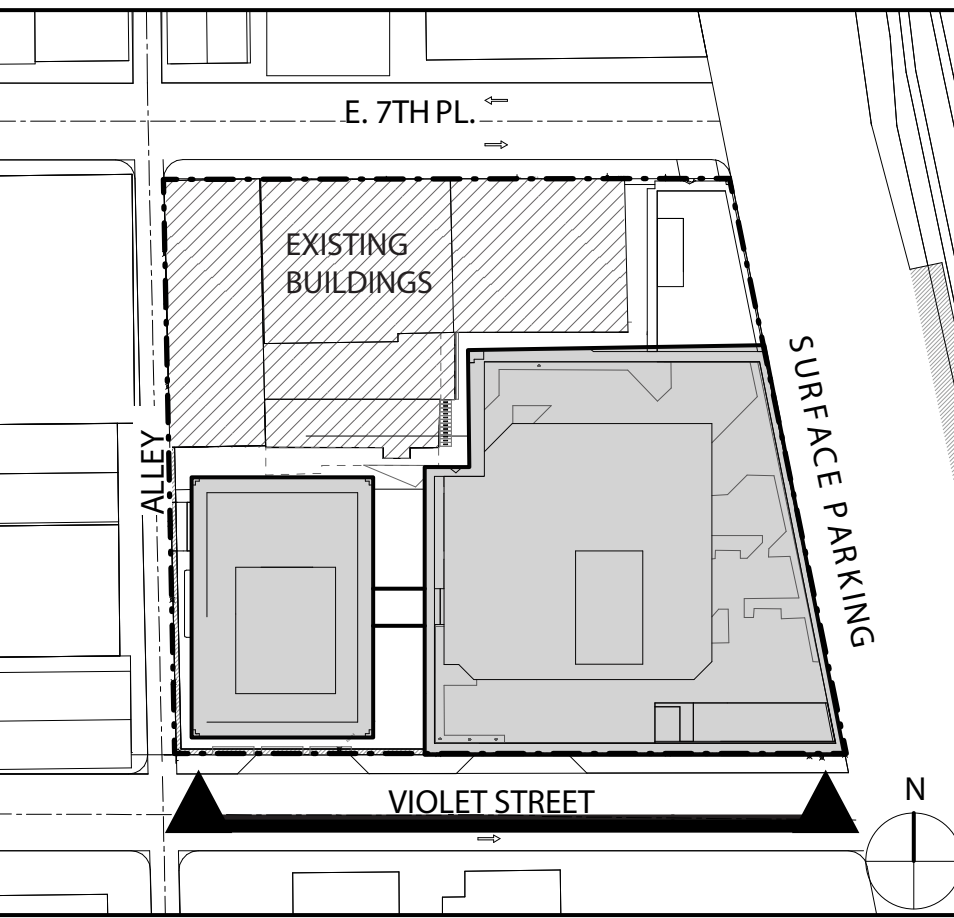
ELEVATIONS -
COVERSHEET

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER	

A.400

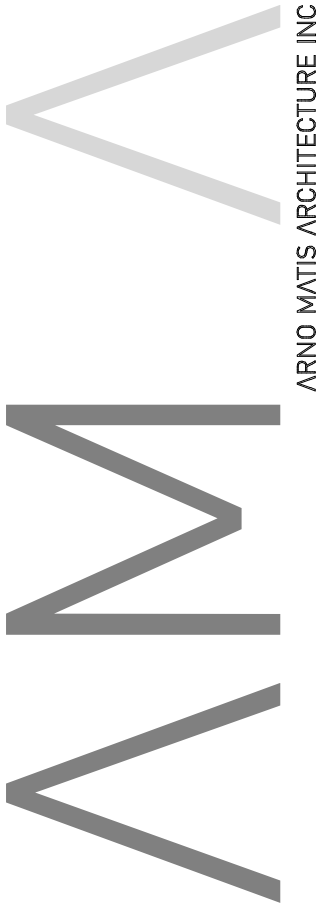
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- ① WHITE FROSTED GLASS
- ② DARK GREY FROSTED GLASS
- ③ NON-COMBUSTIBLE DECORATIVE CLADDING COMPONENT
- ④ ALUMINUM FRAME VERTICAL 2SSG CURTAIN WALL SYSTEM
- ⑤ ROOFTOP ENCLOSURE
- ⑥ ART WALL
- ⑦ GLASS GUARDRAIL AT BALCONY: MIN 42" HEIGHT

3	ENTITLEMENT PKG. REVISION	2020-12-14	
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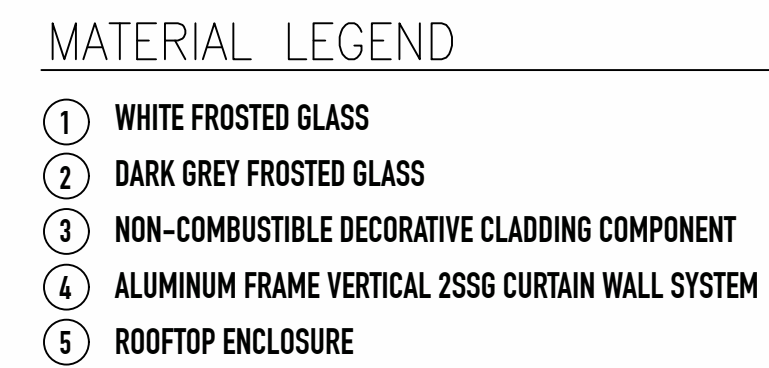
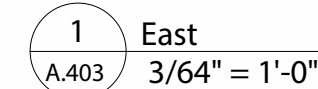
2143 VIOLET,
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PROJECT

SOUTH ELEVATION

TITLE	
PROJECT NUMBER 201602	ISSUE NO.
	3
DRAWING NUMBER	

A.402



3	ENTITLEMENT PKG. REVISION	2020-12-14	
2	ENTITLEMENT PKG. REVISION	2020-03-16	
1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28	



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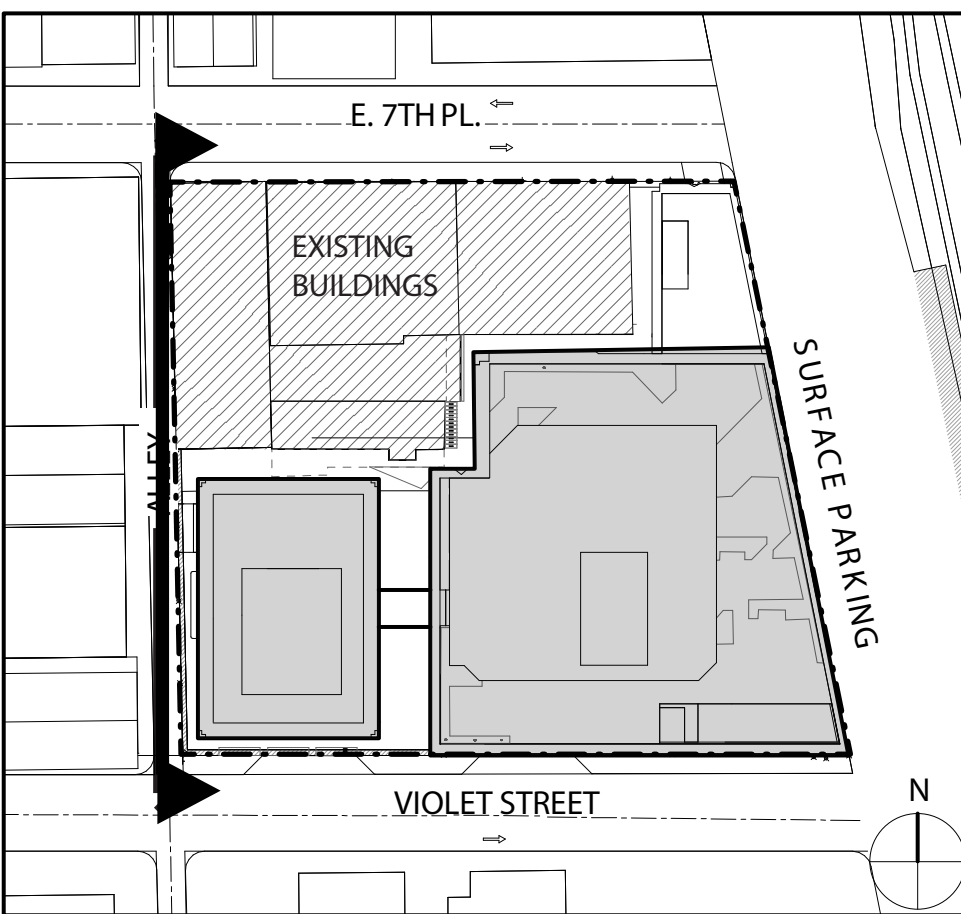
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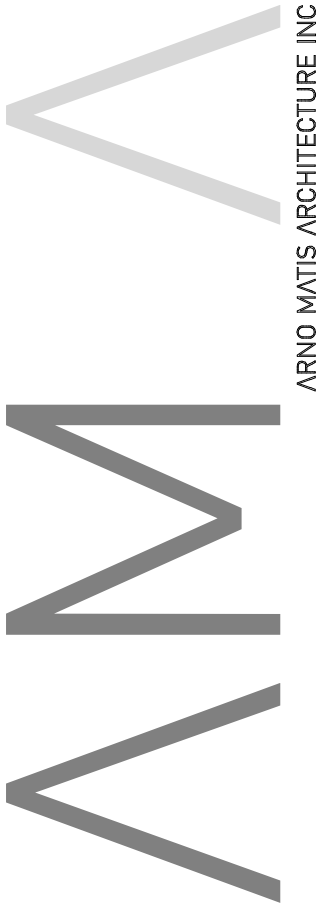
EAST ELEVATION

TITLE	
PROJECT NUMBER 201602	ISSUE NO. 3
DRAWING NUMBER	



- ① WHITE FROSTED GLASS
- ② DARK GREY FROSTED GLASS
- ③ NON-COMBUSTIBLE DECORATIVE CLADDING COMPONENT
- ④ ALUMINUM FRAME VERTICAL 2SSG CURTAIN WALL SYSTEM
- ⑤ ROOFTOP ENCLOSURE
- ⑥ ART WALL

3	ENTITLEMENT PKG. REVISION		2020-12-14	
2	ENTITLEMENT PKG. REVISION		2020-03-16	
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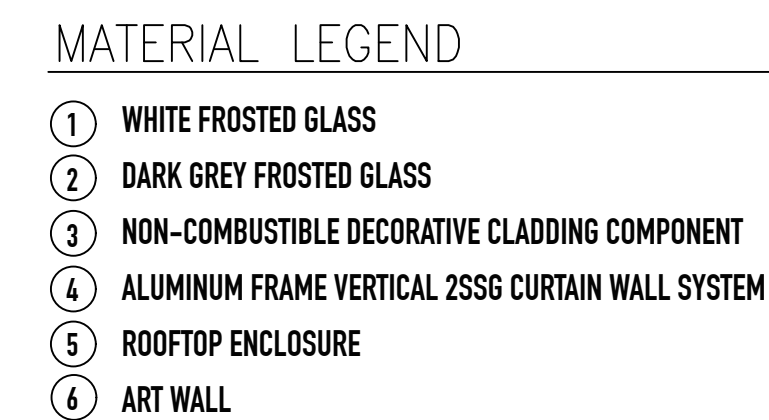
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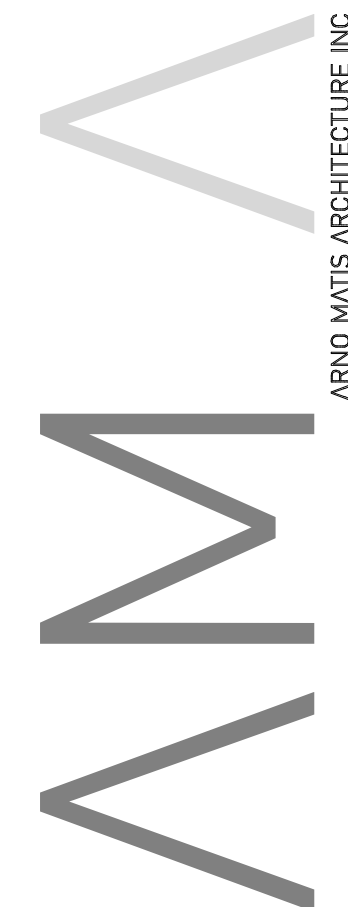
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WEST ELEVATION

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DRAWING NUMBER	



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1	ISSUED FOR ENTITLEMENT PKG.	2018-09-28	

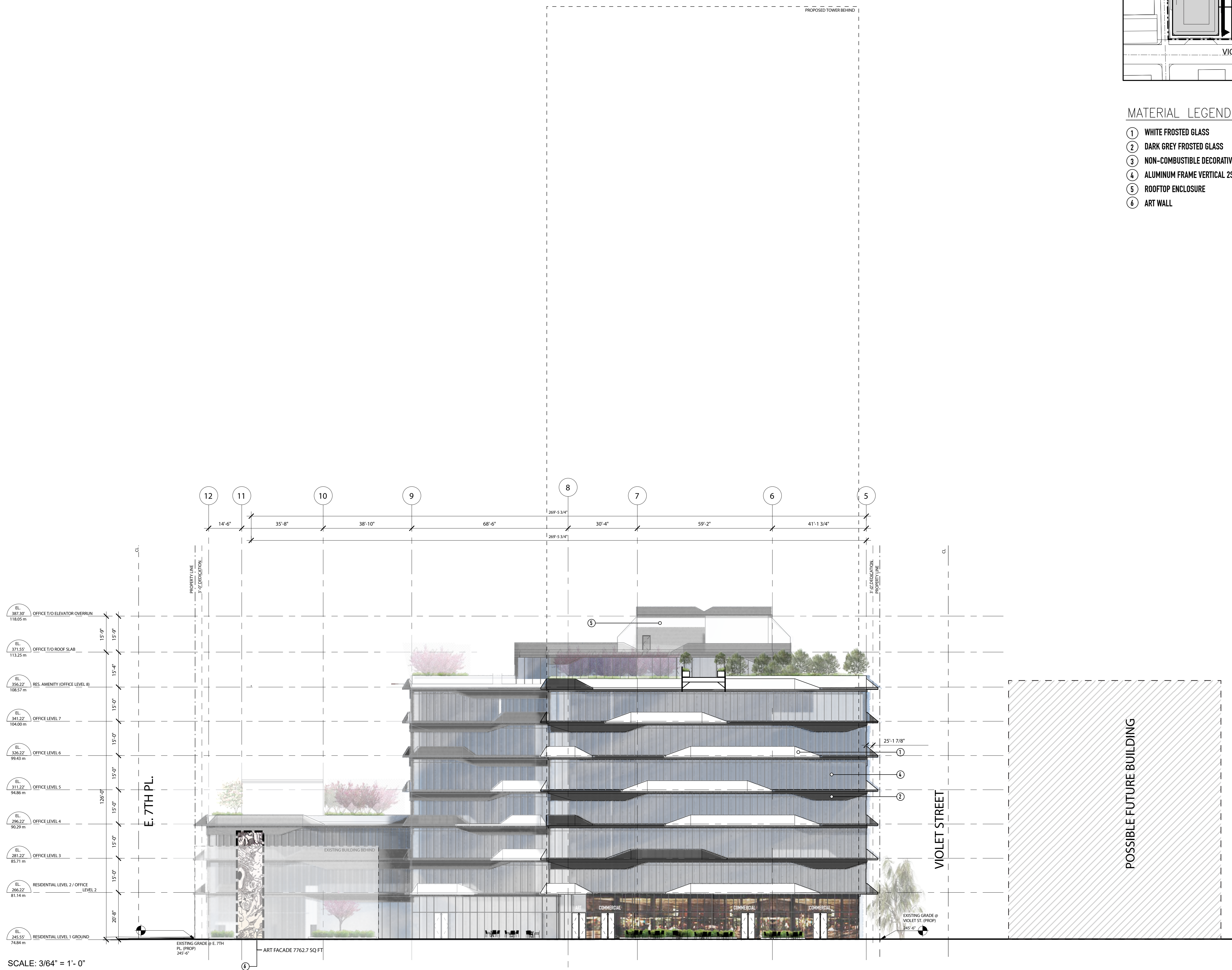


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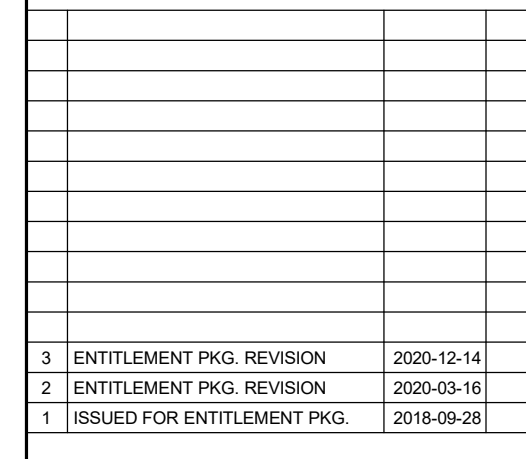
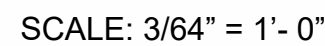
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PROJECT

RES. BLDG. EAST
ELEVATION

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	3
DRAWING NUMBER	
A.406	

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2143 VIOLET STREET

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CLIENT BUSINESS NAME // CLIENT

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313.334.3374

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LOCI LANDSCAPE ARCHITECTURE +
URBAN DESIGN // LANDSCAPE ARCHITECT

MICHAEL ENNS // BCSLA, CSLA
mike@locidesign.ca
604.763.2886

JIM DEMA-ALA // Project Coordinator
jim@locidesign.ca
604.694.0053

LANDSCAPE DRAWING INDEX PERMIT

Sheet No.	Sheet Name
L0.0	COVER SHEET
L0.1	LANDSCAPE DESIGN CONSIDERATIONS
L0.2	OVERALL LANDSCAPE SITE PLAN
L1.0	LANDSCAPE MATERIALS PLAN - GROUND LEVEL
L1.1	LANDSCAPE PLANTING PLAN - GROUND LEVEL
L1.2	LANDSCAPE HYDROZONE PLAN - GROUND LEVEL
L1.3	LANDSCAPE LIGHTING PLAN - GROUND LEVEL
L2.0	MATERIALS PLAN - UPPER LEVEL AMENITIES
L2.1	PLANTING PLAN - UPPER LEVEL AMENITIES
L2.2	HYDROZONE PLAN - UPPER LEVEL AMENITIES
L2.3	LIGHTING PLAN - UPPER LEVEL AMENITIES
L3.0	PLANT LIST + IMAGES
L4.0	PRECEDENT IMAGES - GROUND LEVEL
L4.1	PRECEDENT IMAGES - OFFICE / RESIDENTIAL AMENITIES
L4.2	PRECEDENT IMAGES - OFFICE / RESIDENTIAL AMENITIES

OPEN SPACE REQUIREMENTS

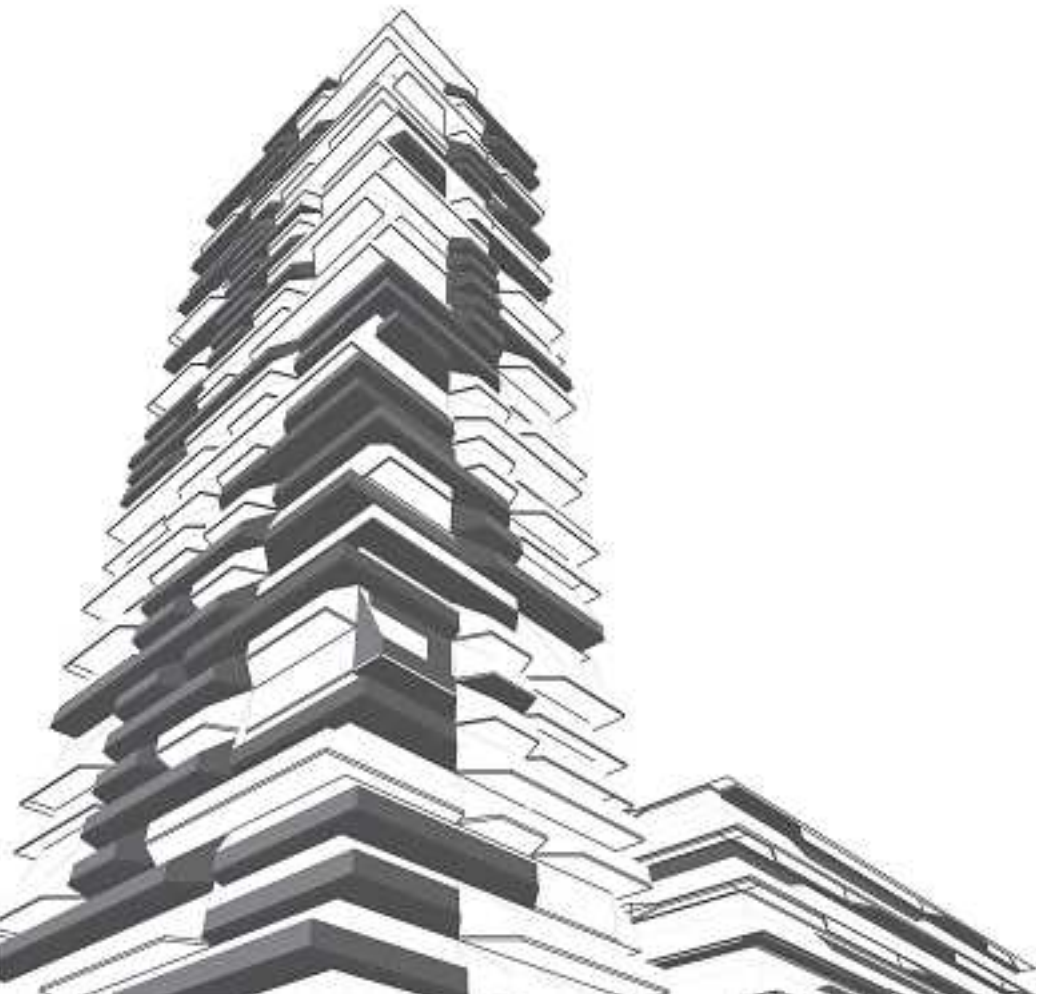
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OPEN SPACE REQUIREMENTS:	UNITS	OPEN SPACE REQUIRED
100 S.F. FOR UNITS < 3 HABITABLE ROOMS	144	14400 S.F.
125 S.F. FOR UNITS = 3 HABITABLE ROOMS	143	17875 S.F.
175 S.F. FOR UNITS > 3 HABITABLE ROOMS	60	10500 S.F.
	TOTAL REQUIRED	42775 S.F.
PROVIDED OPEN SPACE:		
INTERIOR AMENITY ROOMS		10690 S.F.
GROUND LEVEL PASEO		12280 S.F.
LEVEL 8 OFFICE/RESIDENTIAL AMENITY		25321 S.F.
PRIVATE OPEN SPACE		17350 S.F.
	TOTAL PROVIDED	65641 S.F.

COMMON OPEN SPACE REQUIREMENTS

COMMON OPEN SPACE REQUIREMENTS:	COMMON OPEN SPACE REQUIRED	
(50% OF TOTAL OPEN SPACE)		21388 S.F.
TOTAL COMMON OPEN SPACE PROVIDED		
INTERIOR AMENITY ROOMS		10690 S.F.
GROUND LEVEL PASEO		12280 S.F.
OFFICE LEVEL 8/RES. LEVEL 11 (RES. AMENITY UPPER LEVEL)		25321 S.F.
	TOTAL PROVIDED	48291 S.F.
LANDSCAPE AREA PROVIDED:		
	9217 S.F.	LANDSCAPE AREA REQUIRED 5347 S.F.
TREE QUANTITY REQUIREMENTS - MINIMUM 24" BOX		
ALL TREES / PALMS PLANTED IN MINIMUM 30" SOIL DEPTH		
1 TREE PER 4 UNITS		
TREES PROVIDED - 24" BOX OR GREATER	347 UNITS	TREES REQUIRED:
MITIGATION TREES	-UNITS / 4 =	87
PROTECTED TREES (REFER TO ARBORIST REPORT)	1 TO 1	15
	4 TO 1	4
	TOTAL REQUIRED	106
TREES PROVIDED:		
GROUND LEVEL (PASEO + OFFSITE)		13
LEVEL 4 OFFICE/RESIDENTIAL AMENITY		21
OFFICE LEVEL 8/RES. LEVEL 11 (RES. AMENITY UPPER LEVEL)		89
PROTECTED TREE (REFER TO ARBORIST REPORT)		0
	TOTAL PROVIDED	123
	EXCESS TREES:	17

DESIGN RATIONALE - GROUND LEVEL

The ground level landscape design proposes a simple palette of paving styles, furnishings, and interactive multi-media, inspired in form from the architectural facade as well as in function from the live-work-artist character that is emerging in this revitalized area of L.A. The central paseo is lined with feature paving, various seating types and planters to create inviting spaces for socializing, eating and people watching adjacent to the retail shops. Moving northward, the paseo splits into two smaller pedestrian corridors, both of which will house locations where artists can work and display their art to the community through "working art walls". In order for both residents and visitors to stay up to date on local events and schedules, a multi-media digital board is located at both the north and south end of the paseo. Other programme functions to help activate the paseo spaces include an amphitheatre, outdoor deck platforms for gatherings, and a greenwall-backed banquet table for informal meetings.



DESIGN CONSIDERATIONS

- 1

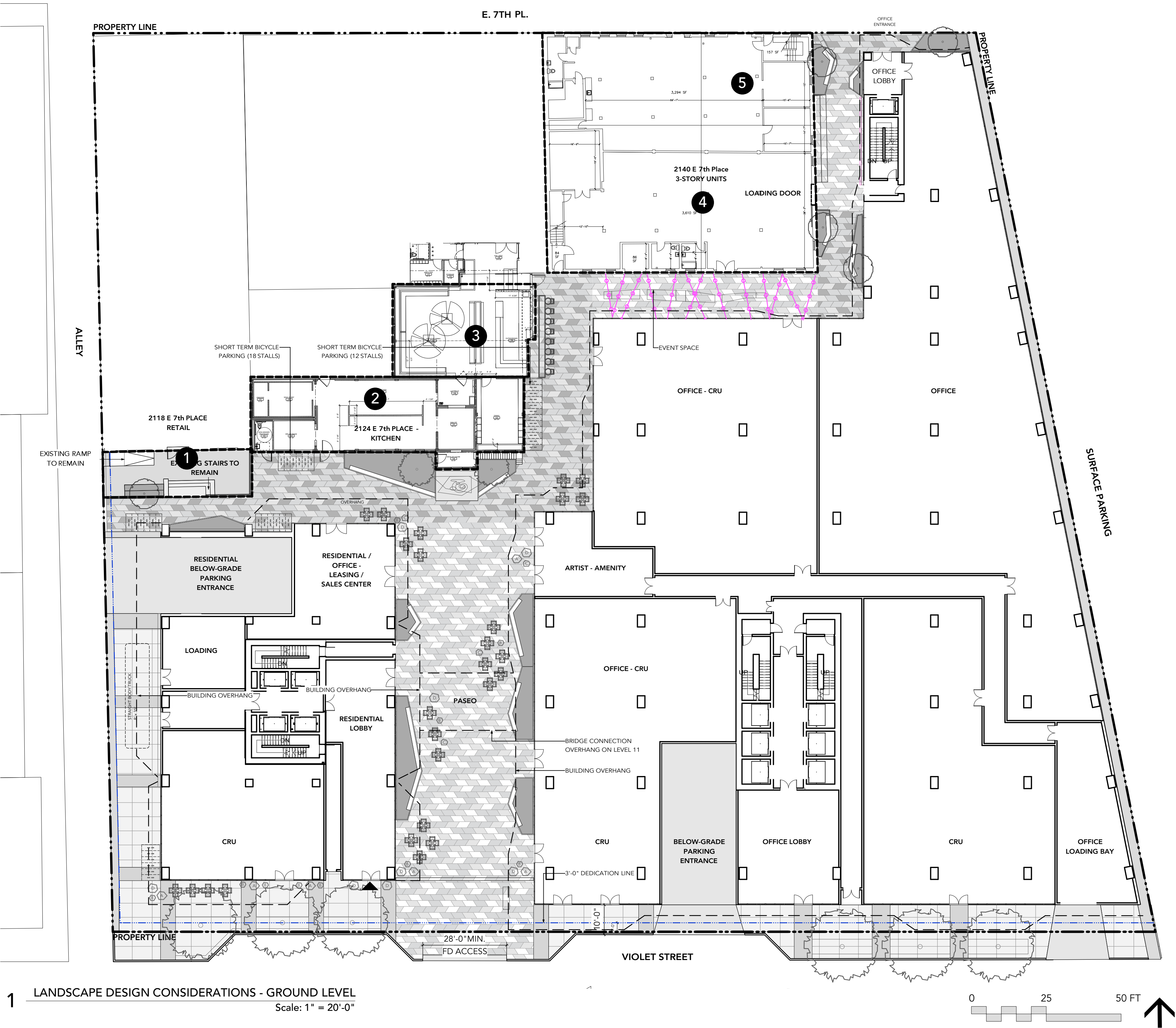
2118 E 7th PLACE - RETAIL - "EXISTING STAIRS AND RAMP TO REMAIN"
- 2

2124 E 7th PLACE - KITCHEN - "EXISTING PATIO SPACE TO REMAIN"
- 3

RESTAURANT COURTYARD EXISTING
- 4

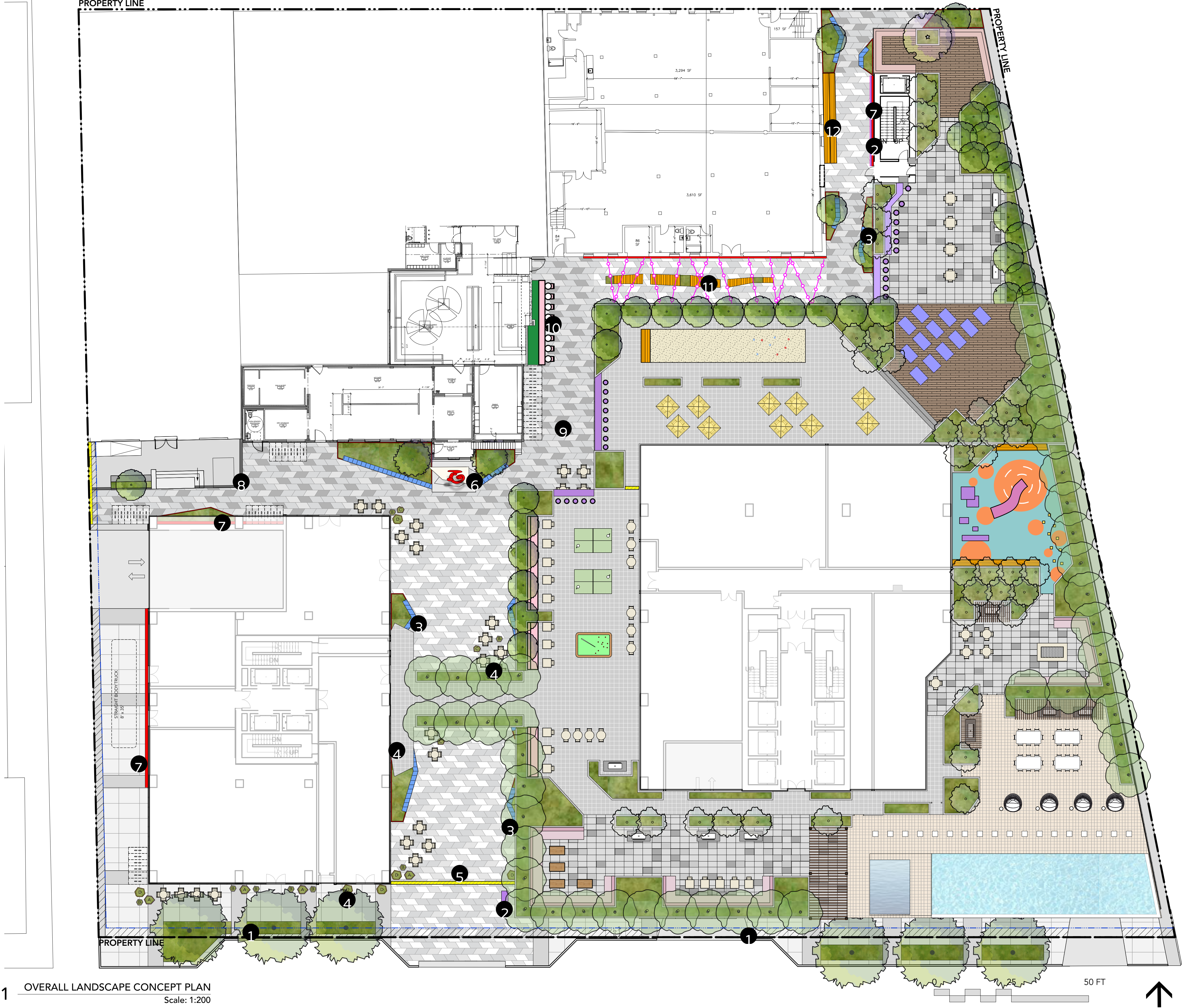
2140 E 7th PLACE - 3-STORY UNITS - "EXISTING FACADE AND ENTRY TO REMAIN"
- 5

2140 E 7th PLACE - "EXISTING STAIRS / RAMP TO REMAIN"



CONCEPT FEATURES

- 1 STREET TREES AND PLANTING BEDS
- 2 DIGITAL MEDIA BOARD - FOR ART EVENTS SCHEDULING
- 3 METAL BENCHES INTEGRATED INTO METAL PLANTERS
- 4 PATIO/MOVABLE SEATING
- 5 PASEO AREA
ALLOWANCE FOR 28'-0" WIDE FIRE TRUCK ACCESS FROM VIOLET AVENUE
- 6 PUBLIC ART DISPLAY SPACE
- 7 WORKING ART WALLS - LOCAL ARTISTS/COMMUNITY GROUPS
MOUNTING DETAILS VARY
- 8 WOOD ON SLAB SEATING - RECYCLED TIMBER
- 9 VERTICAL GARDEN + TABLES AND SEATING
- 10 GATHERING SPACE WITH OVERHEAD CATENARY LIGHTING INSTALLATION
WOOD BANQUET TABLE WITH SEATING
- 11 WOOD SEAT STEPS / AMPHITHEATRE



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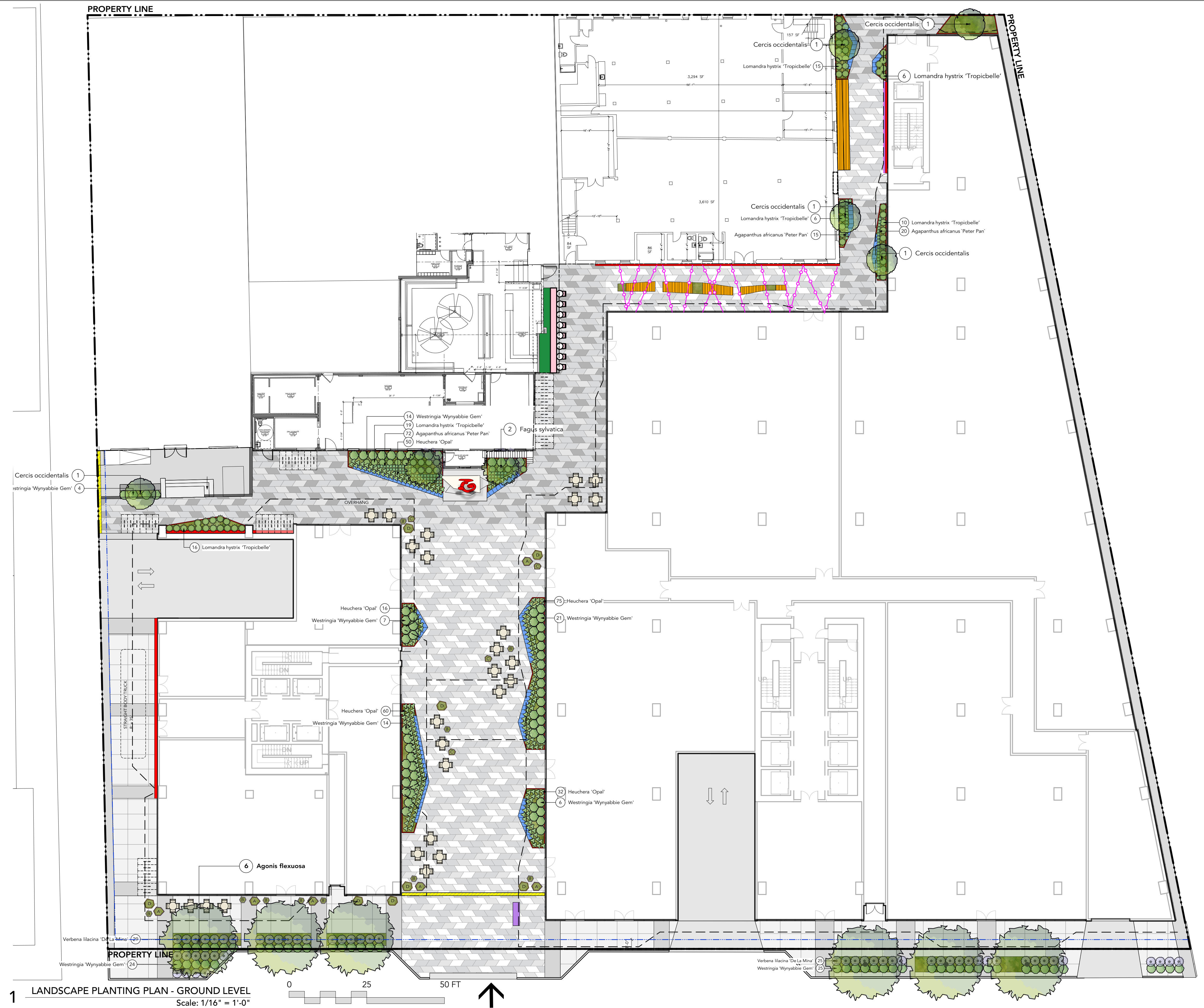
LAYOUT + MATERIALS LEGEND

SYMBOL	TYPE	DESCRIPTION
	P6	PAVING TYPE 6 CIP Scored Concrete Paving w/ Concrete Banding
	P7	PAVING TYPE 7 Paseo / Event space - Pre-cast Unit paving
	P8	PAVING TYPE 8 Pathway Pre-cast Unit Paving
		ART WALL materils, details TBD
		PASEO CONTROLLED ACCESS GATE Paseo shall be accessible to public from 8am to 10pm. Electronic fob control access after -hours.
		DIGITAL MEDIA BOARD/SCREEN Scheduling + Upcoming Events
		SEATING/TABLES Cafe Style Table and Chairs TBD, By Owner
		MOVEABLE PLANTERS Pre-cast Concrete planters
		PLANTERS / SEATING Custom metal planters with integrated metal seating
		OVER HEAD LIGHTING - See Lighting plan L1.3
		WOOD SLAB SEATING/DECKING + PLANTING Recycled Timber
		ART PLINTH CIP Concrete Platform for Art
		BIKE RACKS - 30" o.c.
		WOOD SEAT STEPS / AMPHITHEATER Recycled Timber
		SEATING TYPE 3 Bar and Stool Seating W/ Green wall. Adjacent to existing restaurant



1 LANDSCAPE MATERIALS PLAN - GROUND LEVEL
Scale: 1/16" = 1'-0"

1. ALL PLANTING SHALL BE IN ACCORDANCE WITH ASLA LANDSCAPE STANDARD, LATEST EDITION
2. ALL TREE AND SHRUB AREAS TO BE MULCHED WITH 50MM (2") OF MEDIUM FINE MULCH, LESS THAN 50MM (2") DIAMETER.
3. ROOTZONE TO REST ON TAMPED PLANTING SOIL
4. SHRUBS: PREPARE PLANTING HOLES AS SPECIFIED. PLANT AT THE SAME GRADE AS NURSERY. WATER AND FERTILIZE AS SPECIFIED. ENSURE POSITIVE DRAINAGE THROUGHOUT PLANTING BED
5. TREE SIZE AND SPACING TO BE AS PER CITY OF LOS ANGELES ARBORIST
6. TREE: PREPARE PLANTING HOLES AS SPECIFIED INSTALL TOP OF ROOTZONE 6" ABOVE FINISHED GRADE OF GROWING MEDIUM. WATER AND FERTILIZE AS SPECIFIED BY NURSERY.



HYDROZONE WATER BUDGET WORKSHEET LEVEL 10						
Project address: 2143 Violet St.						
Project Location: Los Angeles, CA						
ET(o) =	50.1 in/yr					
Eppt.=	3.73 in/yr					
MAXIMUM APPLIED WATER ALLOWANCE						
MAWA=	(ETo-Eppt.) (0.62) [(0.7 x LA)+(0.3 x SLA)]					
Total Irrigated Landscape Area						
	Planting area + SPA (SQ FT)	9217				
	SLA (SQ FT)	2034				
	TOTAL (SQ FT)	11251				
MAWA (Gal/yr) 203031						
ESTIMATED TOTAL WATER USE						
ETWU =	(ETo - Eppt) x (0.62) x [((PF / IE) x HA)+ SLA]					
Irrigation Efficiency Default Value for drip 0.90						
Plant Water Use Type		Plant Factor				
Very Low		0 — 0.1				
Low		0.2 — 0.3				
Medium		0.4 — 0.6				
High		0.7 — 1.0				
Water Feature		1				
Hydrozone		Area (SQ FT)	Irrigation Type	Irrigation Efficiency	Plant Factor	ETWU (GAL/YR)
1		1687	drip	0.81	0.3	17962
2		742	drip	0.81	0.3	7900
3		987	drip	0.81	0.4	14012
4		1686	drip	0.81	0.3	17951
5		4115	drip	0.81	0.3	74704
TOTAL		9217				132529
ETWU IS LESS THAN MAWA						

HYDROZONE TABLE - LEVEL 1							
ZONE/NUMBER	AREA	DESCRIPTION	PLANT MATERIAL	PLANT FACTOR	IRRIGATION EFFICIENCY	FT. DRIPLINE	MAX GPM
1	1687 SQ.FT.	PASEO PLANTERS	CERCIS OCCIDENTALIS, HEUCHERA OPAL, WESTRINGIA 'WYNYABBI GEM', LOMANDRA HYSTRIX 'TROPICBELLE', AGAPANTHUS AFRICANUS 'PETER PAN', FAGUS SYLVATICA	LOW PF .3	D RIP 0.81 - 0.90	XX FT.	XX
2	742 SQ.FT.	STREET PLANTERS	AGONIS FLEXUOSA, VERBENA LILACINA 'DE LA MINA', WESTRINGIA 'WYNYABBI GEM'	LOW PF .3	D RIP 0.81 - 0.90	XX FT.	XX



1 LANDSCAPE HYDROZONE PLAN - GROUND LEVEL
Scale: 1/16" = 1'-0"

LIGHTING LEGEND - LEVEL 1

QTY	TYPE	MANUFACTURER	DESCRIPTION
10	Flood Light	BK Lighting	Denali flood light
8	Street Tree Lighting	Hometown Evolution Inc.	Black commercial grade light string with G50 Spiral Edison C9 Base Light - Provide outlet at base of trees
8	Wall Wash	Bega Lighting	LED Wall Washer Light #44 573
lin. ft.	Tape Light	VarioLED Flex	Flex Venus/Phobos/Skylla White TV IP67
103	Cable Mount Light	Tegan Lighting	Exton - Cable mount pendant "G" Glass envelope - copper bowl

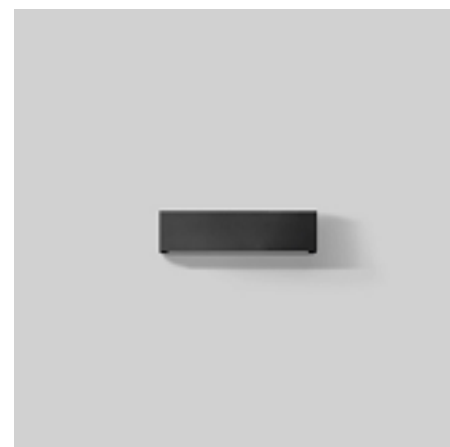
SEE L2.3 FOR GENERAL LIGHTING NOTES



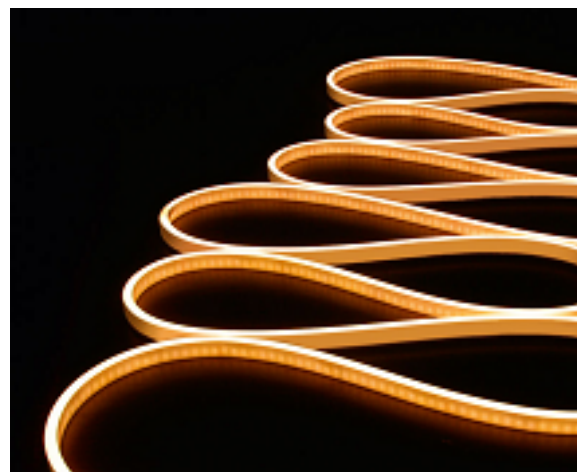
Type A- BK Denali Flood Light



Type B - White LED Light Strings



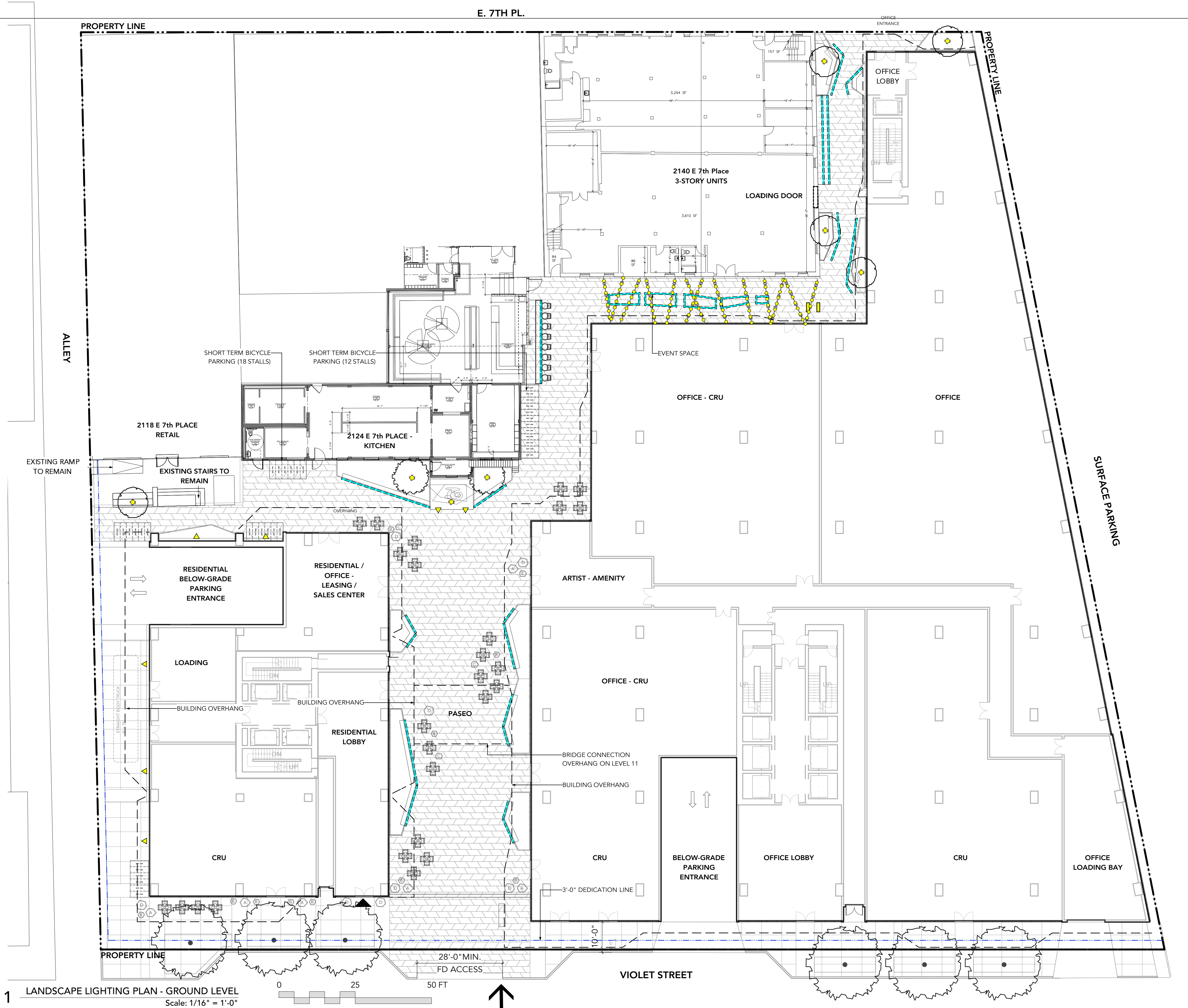
Type C- Bega Lighting Wall Washer



Type D - Tape Light



Type E-Cable Mount Light



loci

LANDSCAPE ARCHITECTURE + URBAN DESIGN

onni[®]
group

D	Issued for Entitlement	20-04-07
E	Re-Issued for Entitlement	20-12-15
F	Re-issued for Entitlement	21-03-02
G	Re-issued for Entitlement	21-03-12

17089

ONNI Group

2143 Violet Street
Los Angeles, CA

L1.3

LANDSCAPE LIGHTING PLAN - GROUND LEVEL

DESIGN RATIONALE - OFFICE AMENITY

The overall landscape concept for the residential amenity deck is anchored by the linear pool deck area, with perimeter furnishing for tanning and relaxing, and supported by lounge and eating areas at either end. Separated from the pool deck are various spaces adjacent to the indoor residential amenity rooms, including a covered games area, an outdoor eating / bbq / lounge area, and a child play area with rubberized surfacing, vertical elements and a climbing wall. North of the this on Level 8 is the office / residential amenity deck, with more flexible spaces and moveable furniture to allow for flexible programming to cater to both daily use and special events. A bocce court and fitness deck provide options for recreation and relaxation during the day. Lastly, at the north end of the amenity deck but situated 4 floors below, is another amenity deck catered to office / residential users on level 4. This small, intimate patio is programmed mainly for both large and small social gatherings, with a large covered outdoor kitchen surrounded by seating and lounge areas. Similar to the ground level thematics, there are accents of the building facade form and materiality found on all amenity decks.

OFFICE / RESIDENTIAL AMENITY DECK - LEVEL 4

- 1 EVENT / SOCIAL SPACE WITH COUCHES, BAR TABLES AND COVERED OUTDOOR KITCHEN SPACE
- 2 INTIMATE FIRE PIT / LOUNGE AREAS

OFFICE / RESIDENTIAL AMENITY DECK - LEVEL 8

- 3 GAMES / SOCIAL AREA
- 4 LOUNGE / FIRE PIT / BBQ + EATING AREA
- 5 CHILD PLAY AREA: SLIDE, MOUND, CLIMBING WALL
- 6 POOL DECK AREA - OUTDOOR BBQ AREA
- 7 POOL DECK AREA W/ PERIMETER LOUNGERS + DAY BEDS
- 8 POOL LOUNGE / SOCIAL AREA
- 9 LUNCH + SOCIAL AREA / EVENT SPACE
- 10 RAISED FITNESS / YOGA DECK
- 11 BOCCE PITCH
- 12 VIEWING BAR + STOOLS

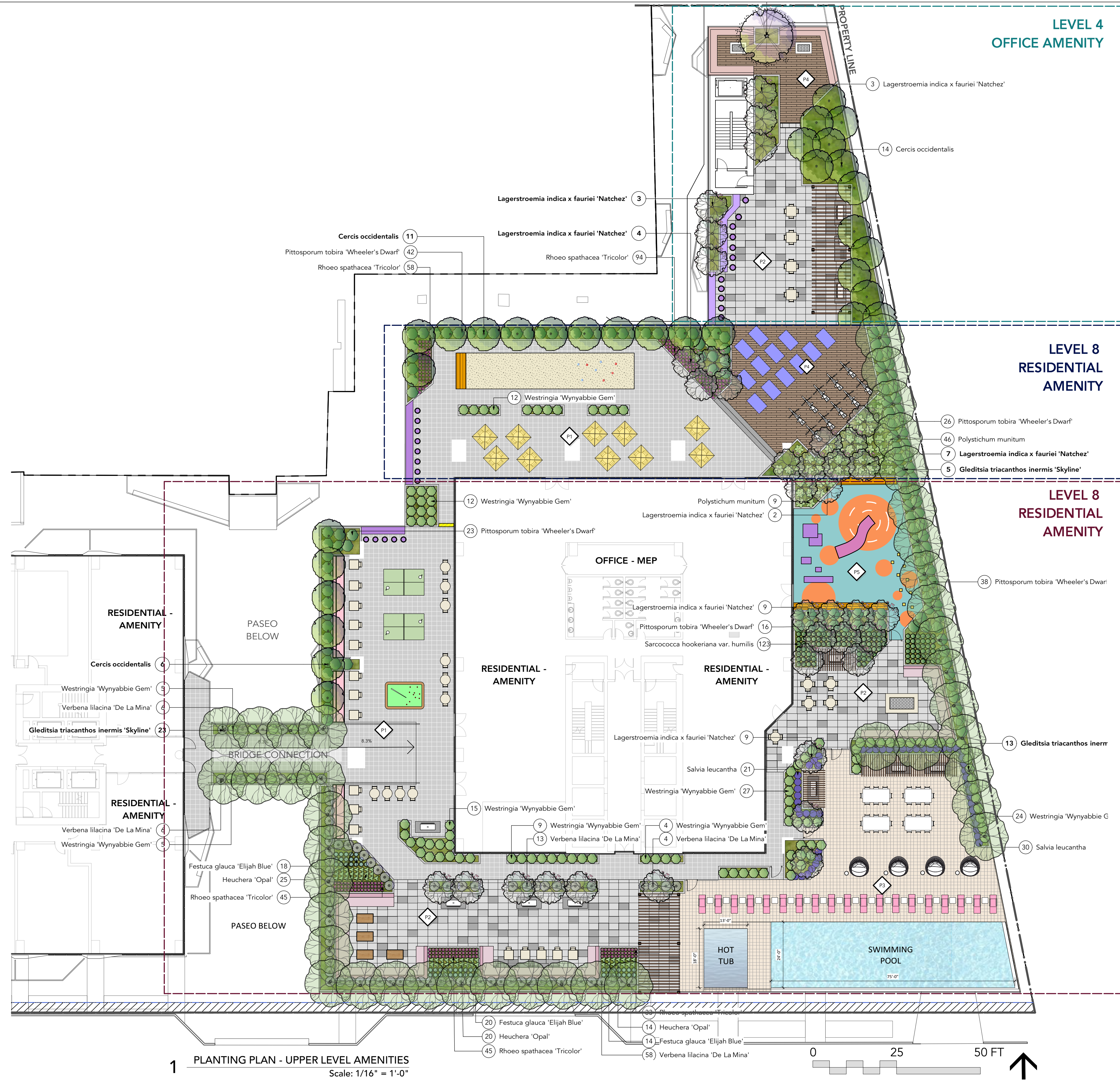
LAYOUT + MATERIALS LEGEND

SYMBOL	TYPE	DESCRIPTION
	P1	PAVING TYPE 1 - AMENITY DECK GAMES AREAS 18" x 18" x 1 5/8" Texada Hydrapressed Pavers
	P2	PAVING TYPE 2 - AMENITY DECK LOUNGE AREAS 24" x 36" x 7/8" Porcelain paver
	P3	PAVING TYPE 3 - AMENITY DECK POOL AREA 36" x 16" x 2.5" Pre-cast Broadway Paver
	P4	PAVING TYPE 4 - AMENITY DECK ACTIVE AREA Wood deck composite
	P5	PAVING TYPE 5 PIP rubber play surfacing
		CIP CONCRETE PLANTER 24" - 36" HT. 6" Width Raised Planter with Drains Connected to Plumbing
		BOCCE COURT WITH BENCH 1.25" Depth crushed oyster shell bocce court with CIP concrete bench with wood top
		PERGOLA STRUCTURE Wood Trellis Covering BBQ Area / Social Areas
		SEATING TYPE 1 ULM Daybed with Parasol (83"x 79")
		SEATING TYPE 2 Couch TBD, By Owner
		SEATING TYPE 3 Bar and Stool Seating TBD, By Owner
		SEATING TYPE 4 Cafe Style Table and Chairs TBD, By Owner
		SEATING TYPE 5 CIP concrete bench with thermally modified wood seat top
		SEATING TYPE 6 Banquet Table Seating (39"x 86") TBD, By Owner
		TABLES TBD
		POOL FENCE + GATE Powder coated black aluminum fence to be equipped with panic hardware, refer to Architecture
		FIRE PIT - TBD
		BBQ TBD
		PING PONG TABLE By owner, 9' x 5'
		BILLIARDS By owner
		OUTDOOR WORKOUT EQUIPMENT By owner
		VERTICAL PLAY STICKS
		CHILDREN'S SLIDE
		STEPPING BLOCKS
		GATED ACCESS



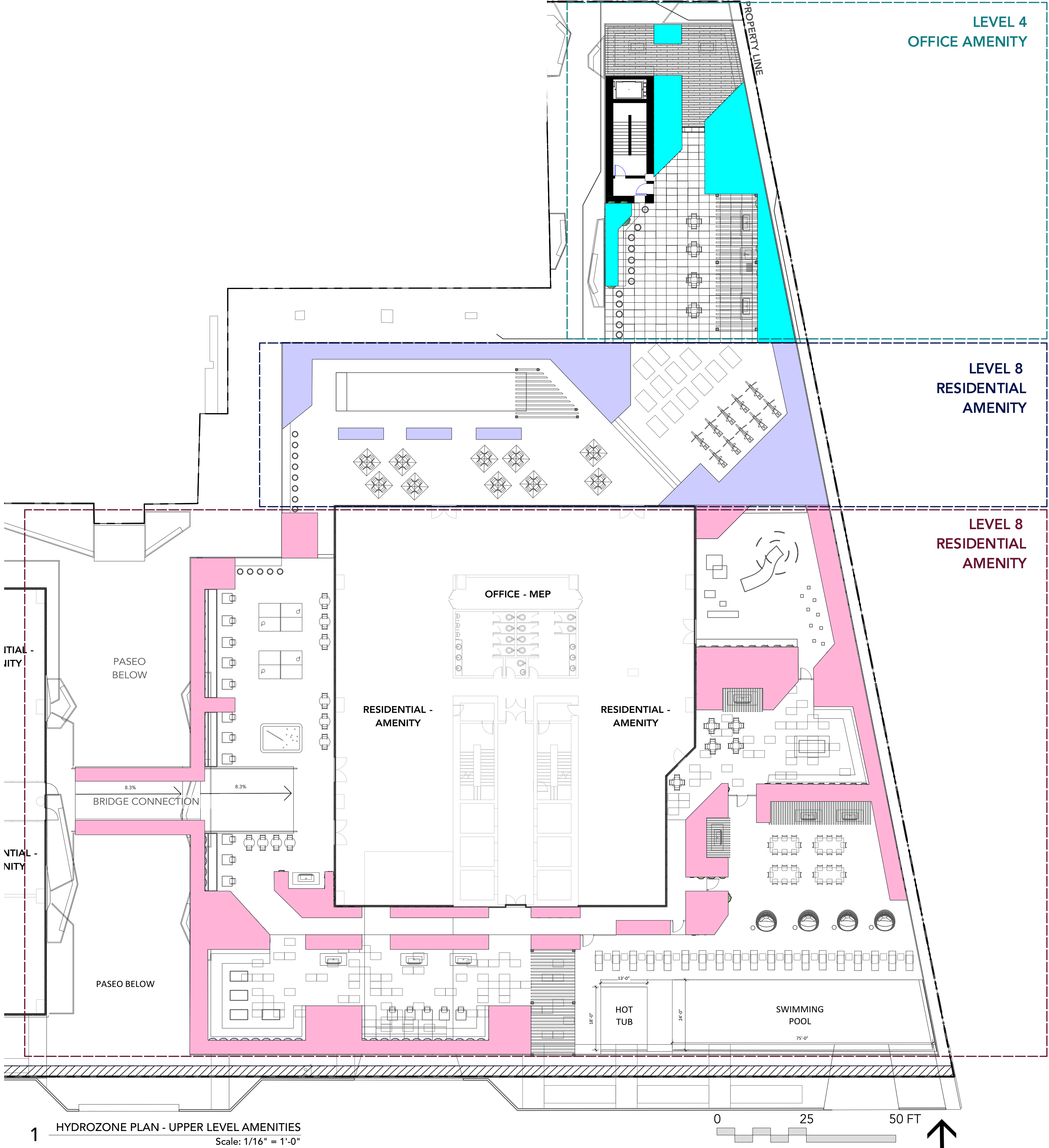
1 MATERIALS PLAN - UPPER LEVEL AMENITIES
Scale: 1/16" = 1'-0"

- GENERAL PLANTING NOTES:
1. ALL PLANTING SHALL BE IN ACCORDANCE WITH ASLA LANDSCAPE STANDARD, LATEST EDITION
 2. ALL TREE AND SHRUB AREAS TO BE MULCHED WITH 50MM (2") OF MEDIUM FINE MULCH, LESS THAN 50MM (2") DIAMETER.
 3. ROOTZONE TO REST ON TAMPED PLANTING SOIL
 4. SHRUBS: PREPARE PLANTING HOLES AS SPECIFIED. PLANT AT THE SAME GRADE AS NURSERY. WATER AND FERTILIZE AS SPECIFIED. ENSURE POSITIVE DRAINAGE THROUGHOUT PLANTING BED
 5. TREE SIZE AND SPACING TO BE AS PER CITY OF LOS ANGELES ARBORIST
 6. TREE: PREPARE PLANTING HOLES AS SPECIFIED INSTALL TOP OF ROOTZONE 6" ABOVE FINISHED GRADE OF GROWING MEDIUM. WATER AND FERTILIZE AS SPECIFIED BY NURSERY.



1 PLANTING PLAN - UPPER LEVEL AMENITIES
Scale: 1/16" = 1'-0"

HYDROZONE TABLE - UPPER LEVELS							
ZONE/ NUMBER	AREA	DESCRIPTION	PLANT MATERIAL	PLANT FACTOR	IRRIGATION EFFICIENCY	FT. DRIPLINE	MAX GPM
3	987 SQ.FT.	LEVEL 4 PLANTERS	CERCIS OCCIDENTALIS, POLYSTICHUM MUNITUM, HEUCHERA OPAL, PITTOSPORUM TOBIRA, X CHITALPA, LAGERSTROEMIA	MED PF .4	DRIP 0.81 - 0.90	XX FT.	XX
4	1686 SQ.FT.	LEVEL 8 OFFICE PLANTERS	PITTOSPORUM TOBIRA, RHOEO PATHACEA, POLYSTICHUM MUNITUM, GLEDITSIA TRIACANTHOS, LAGERSTROEMIA	LOW PF .3	DRIP 0.81 - 0.90	XX FT.	XX
5	4115 SQ.FT.	LEVEL 8 RESIDENTIAL PLANTERS	OLEA EUROPAEA 'MONTRA', CERCIS OCCIDENTALIS, VERBENA LILACINA, FESTUCA GLAUCA, SALVIA LEUCANTHA, OLEA EUROPAEA, LAGERSTROEMIA, GLADITSIA TRIACANTHOS, SARCOCOCCA, PITTOSPORUM TOBIRA	LOW PF .3	DRIP 0.81 - 0.90	XX FT.	XX



GENERAL LIGHTING NOTES:

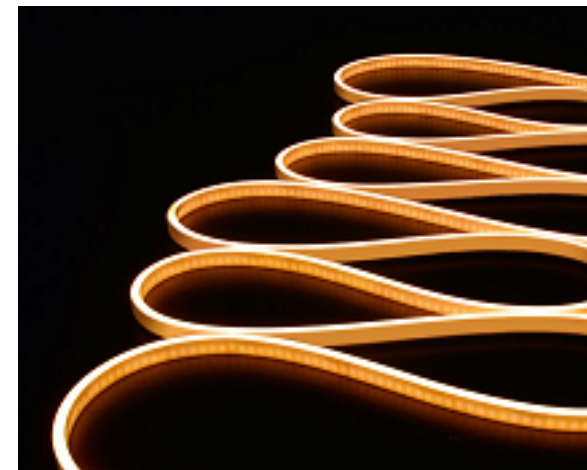
- 1. THE ELECTRICAL CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR ALL ELECTRICAL WORK FOR THE LANDSCAPE ARCHITECTS APPROVAL. SHOP DRAWINGS SHALL BE SIGNED AND SEALED BY LICENSED ELECTRICAL ENGINEER, OR MASTER ELECTRICIAN. PRIOR TO WORK COMMENCING/INSTALLATION.
- 2. ALL FIXTURE TYPES, SPACING, AND QUANTITIES TO BE CONFIRMED.
- 3. PRICE BASED ON LED LIGHT SOURCE FOR APPLICABLE LUMINAIRES
- 4. REFER TO ELECTRICAL ENGINEER FOR SERVICING REQUIREMENTS
- 5. THE LIGHTING CONTRACTOR IS OBLIGATED TO REFER TO THE LANDSCAPE PLANS AND DETAILS FOR LOCATIONS OF FIXTURES RELATIVE TO THE PROPOSED HARDSCAPE AND PLANTING PLANS. NOTED DIMENSIONS ARE APPROXIMATE. REFER TO NOTE OR ENLARGEMENT, FOR FINAL PLACEMENT. CONTACT LANDSCAPE ARCHITECT FOR CLARIFICATION, IF NEEDED.
- 6. THE LANDSCAPE ARCHITECT OR CLIENT'S REPRESENTATIVE SHALL APPROVE THE FLAGGED LAYOUT OF THE FIXTURES AND ELECTRICAL SYSTEM PRIOR TO TRENCHING AND/OR FOUNDATION PREPARATION.
- 7. THE ELECTRICAL/LIGHTING CONTRACTOR IS RESPONSIBLE TO COORDINATE THE PLACEMENT OF SLEEVES PRIOR TO PAVING, SLEEVE MATERIAL SHALL BE SCHEDULE 40 AND AT A MINIMUM DEPTH TO MEET ALL ELECTRICAL CODES.
- 8. THE ELECTRICAL/LIGHTING CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS, LICENSES, AND ASSOCIATED FEES REQUIRED TO INSTALL THE SYSTEM(S) INCLUDING ALL ELECTRICAL CONDUIT, LIGHT FIXTURES, WIRE, PANELS, JUNCTION BOXES AND NECESSARY EQUIPMENT FOR THE COMPLETION OF THE WORK.
- 9. THE ELECTRICAL/LIGHTING CONTRACTOR IS RESPONSIBLE FOR CONTACTING UTILITY COMPANIES, COMMUNICATIONS PROVIDERS AND OTHERS TO IDENTIFY AND MARK LOCATIONS OF ALL UNDERGROUND UTILITIES WITHIN THE SCOPE OF WORK. KNOWN UTILITIES WHICH MAY BE ENCOUNTERED INCLUDE: ELECTRICAL, STORM SEWER, WATER, AND SANITARY SEWER.
- 10. VERIFY IN FIELD, ALL LOCATIONS OF FIXTURES, ELECTRICAL LINES OR OTHER LIGHTING SYSTEM ELEMENTS WITHIN THE DRIP LINE OF ANY EXISTING TREES. NOTIFY LANDSCAPE ARCHITECT OF SUCH OCCURRENCES PRIOR TO COMMENCEMENT OF WORK. HAND EXCAVATE WITHIN THE DRIP LINE OF ANY TREE, REFER TO SPECIFICATIONS.
- 11. ELECTRICAL CONDUIT LAYOUT IS DIAGRAMMATIC ON DOCUMENTS. ADJUST LOCATIONS ON SITE TO ACCOMMODATE EXISTING JOB CONDITIONS AND TO ACHIEVE MINIMAL IMPACT TO IN PLACE AND FUTURE ELEMENTS. AVOID INSTALLATIONS UNDER TREES.
- 12. THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING ELECTRIC POWER, AND PROPOSED CONNECTIONS AND METERS IN THE FIELD FOR APPROVAL OF THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
- 13. THE CONTRACTOR SHALL PROVIDE CIRCUIT BREAKERS, AND PHOTO CELL CONTACTORS FOR ACTIVATION OF LIGHTING CIRCUITS.
- 14. THE CONTRACTOR SHALL PROVIDE CIRCUIT BREAKERS AND ASTRONOMIC TIME CLOCK FOR DE-ACTIVATION ON LIGHTING CIRCUITS.
- 15. THE LIGHTING SYSTEM SHALL BE PHOTOCELL ON, TIMER OFF.
- 16. THE OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED TO COMPLY WITH ALL OF THE FOLLOWING:
 - a. THE MINIMUM REQUIREMENTS IN CALIFORNIA ENERGY CODE FOR LIGHTING ZONES 1-4
 - b. BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS AS DEFINED IN IESNA TM-15-11
 - c. ALLOWABLE BUG RATINGS NOT EXCEEDING THOSE SHOWN IN ON TABLE 5.106.8
- 17. STRING LIGHTS SHALL BE MANUALLY ADJUSTED EVERY 6 MONTHS TO ACCOMMODATE TREE GROWTH

LIGHTING LEGEND - UPPER LEVELS

	QTY	TYPE	MANUFACTURER	DESCRIPTION
 TYPE C	60	Wall Inset	Bega Lighting	Recessed Wall - white tempered glass #33 170
 TYPE D	lin. ft.	Tape Light	VarioLED Flex	Flex Venus/Phobos/Skylla White TV IP67
 TYPE F	63	Spot Flood	BK Lighting	Nite Star LED Floodlight with 12" power pipe stake. Model # NS-LED-E22-A9-BLP-9-11-B/PP-S-12-B (Requires remote magnetic transformer)
 TYPE G	lin. ft.	Bench Strip Lighting	ILight Technologies	Plexineon White 1X Series
 TYPE H	17	Trellis Lighting	Bega Lighting	Surface wall - Dual Beam



Type C - Bega Lighting Wall Inset



Type D - Tape Light



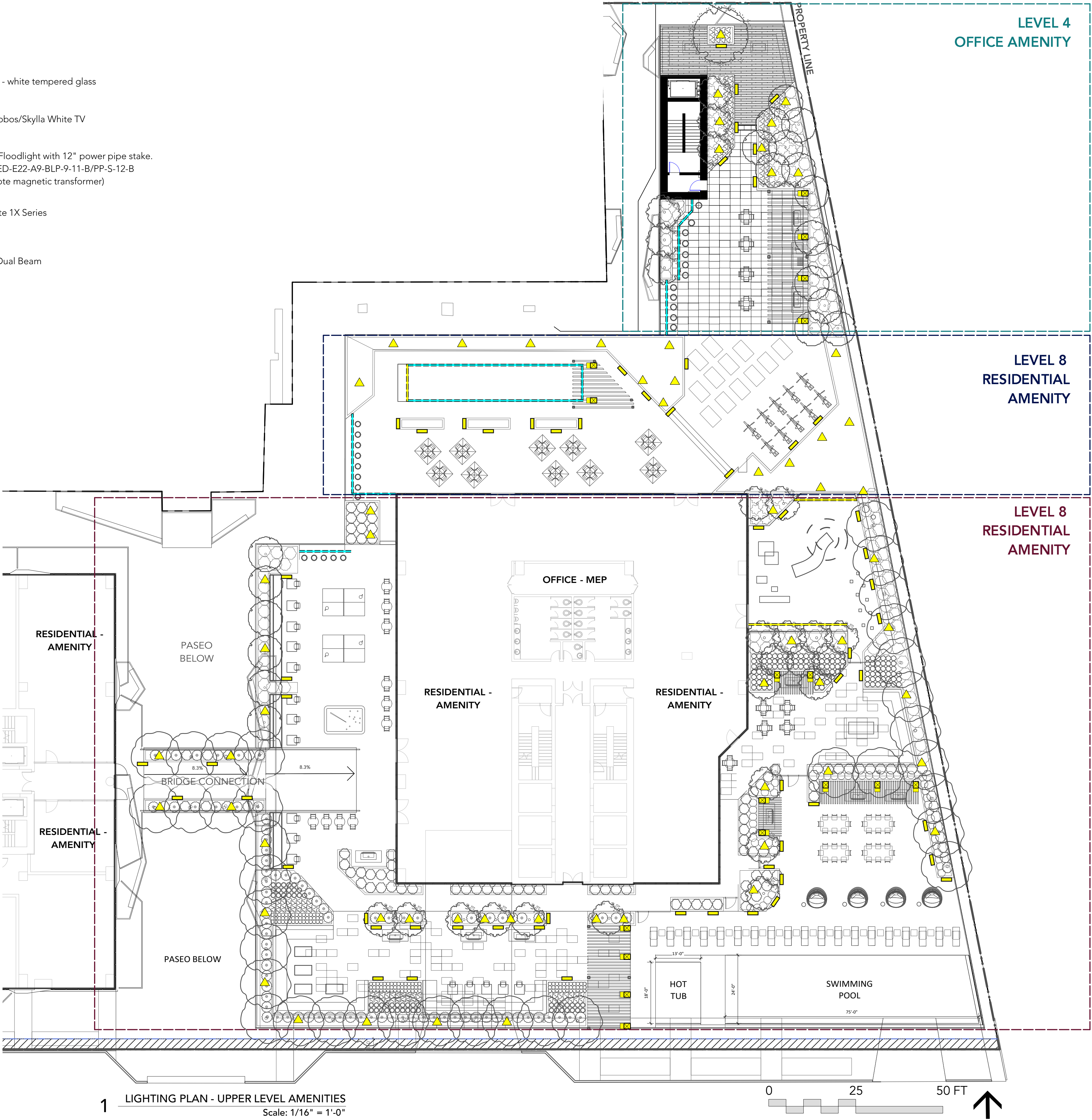
Type F - BK Nite Star Floodlight



Type G - Seat Lighting



Type H - Bega Lighting Surface Wall Dual Beam






PLANTING LIST:





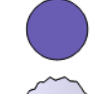


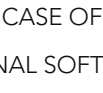
DECIDUOUS TREES:

	Quantity	Latin Name	Common Name	Scheduled Size	Spacing	Notes
	1	x Chitalpa tashkentensis 'Morning Cloud'	Morning Cloud Chitalpa	4cm cal.	As Shown	B&B Specimen
	37	Lagerstroemia indica x fauriei 'Natchez'	Crapemyrtle	4cm cal.	As Shown	B&B Specimen
	41	Gleditsia triacanthos inermis 'Skyline'	Skyline Honeylocust	7cm cal.	As Shown	B&B Specimen
	2	Fagus sylvatica	European Beech	6cm cal.	As Shown	B&B Specimen
	36	Cercis occidentalis	Western Redbud	5cm cal.	As Shown	B&B Specimen
	6	Agonis flexuosa	Peppermint Tree	6cm cal.	As Shown	B&B Specimen

SHRUBS:

	228	Westringia 'Wynyabbie Gem'	Wynyabbie Gem westringia	#2 Pot	24" o.c.	---
	123	Sarcococca hookeriana var. humilis	Himalayan Sweet Box	#2 Pot	18" o.c.	
	187	Pittosporum tobira 'Wheeler's Dwarf'	Wheeler's Dwarf Japanese Mock Orange	#5 Pot	36" o.c.	

PERENNIALS, GRASSES, GROUNDCOVER:

	107	Agapanthus africanus 'Peter Pan'	Dwarf Lily Of The Nile	5 Gal	12" o.c.
	52	Festuca glauca 'Elijah Blue'	Elijah Blue Fescue	#1 pot	12" o.c.
	383	Heuchera 'Opal'	Opal Coral Bells	#1 Pot	18" o.c.
	72	Lomandra hystrix 'Tropicbelle'	Mat Rush	#2 pot	24" o.c.
	91	Polystichum munitum	Western sword fern	#2 Pot	24" o.c.
	275	Rhoeo spathacea 'Tricolor'	Oyster plant	#1 Pot	24" o.c.
	51	Salvia leucantha	Mexican Bush Sage	#2 Pot	18" o.c.
	141	Verbena lilacina 'De La Mina'	De La Mina Verbena	#2 Pot	24" o.c.

NOTES:

1. ALL PLANT MATERIAL AND LANDSCAPING PRACTICES SHALL BE COMPLIANT WITH THE LATEST ANSI'S NURSERY STANDARDS
2. IN CASE OF DISCREPANCY BETWEEN PLANT INFORMATION ON THE LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL
3. FINAL SOFTSCAPE AND GRADING LAYOUTS AS WELL AS LOCATION AND SPACING TO BE APPROVED BY LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION
4. ALL PLANT MATERIAL TO BE MANUALLY WATERED FROM START OF INSTALLATION THROUGH THE END OF THE WARRANTY PERIOD
5. INSTALL TREE PROTECTION FENCING AROUND ALL EXISTING TREES TO CITY STANDARDS, INSTALL TREE PROTECTION FENCING ON NEW PLANTING IF PHASED INSTALLATION IS REQUIRED.
6. NEW TREE MUST BE OF GOOD STANDARD, MINIMUM 6 CM CALLIPER AND INSTALLED WITH APPROVED ROOT BARRIERS, TREE GUARDS AND APPROPRIATE SOIL.
7. ROOT BARRIERS SHALL BE 8FT LONG AND 18 INCHES DEEP. PLANTING DEPTH PF ROOT BALL MUST BE BELOW SIDEWALK GRADE. NEW STREET TREES TO BE CONFIRMED PRIOR TO ISSUANCE OF THE BUILDING PERMIT.

TREES



Morning Cloud Chitalpa
x Chitalpa tashkentensis
'Morning Cloud'



Crepemyrtle
Lagerstroemia indica x fauriei 'Natches'



Skyline Honeylocust
Gleditsia triacanthos



European Beech
Fagus sylvatica



Western Redbud
Cercis occidentalis



Peppermint Tree
Agonis flexuosa

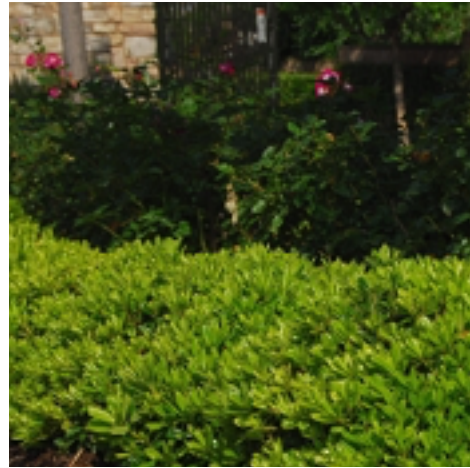
SHRUBS + HEDGES



Wynyabbie Gem Westringia
Westringia 'Wynyabbie Gem'



Himalayan Sweet Box
Sarcococca hookeriana var. humilis



Wheeler's Dwarf Japanese Mock Orange
Pittosporum tobira 'Wheeler's Dwarf'

PERENNIALS + GRASSES



Dwarf Lily Of The Nile
Agapanthus africanus 'Peter Pan'



Blue Fescue
Festuca glauca



Opal Coral Bells
Heuchera 'Opal'



Mat Rush
Lomandra hystrix 'Tropicbelle'



Mexican Bush Sage
Salvia leucantha



De La Mina Verbena
Verbena lilacina 'De La Mina'

GROUNDCOVERS + FERNS



Western Sword Fern
Polystichum munitum



Oyster Plant
Rhoeo spathacea 'Tricolor'



ART WALLS



DIGITAL MEDIA BOARDS



PATIO / MOVABLE SEATING



VERTICAL GREEN WALL + TABLES AND SEATING



CUSTOM METAL PLANTERS WITH INTEGRATED SEATING



COLORLED SCATTERED PAVING



GATHERING SPACE WITH OVERHEAD LIGHTING



ARTIST SPACES AND COMMUNITY GATHERING



POOL DECK AREA



OUTDOOR GAMES AREA



LOUNGE / BBQ + EATING AREA



LOUNGE / FIRE PIT / SOCIAL AREAS



CHILD PLAY AREA



FITNESS / YOGA DECK



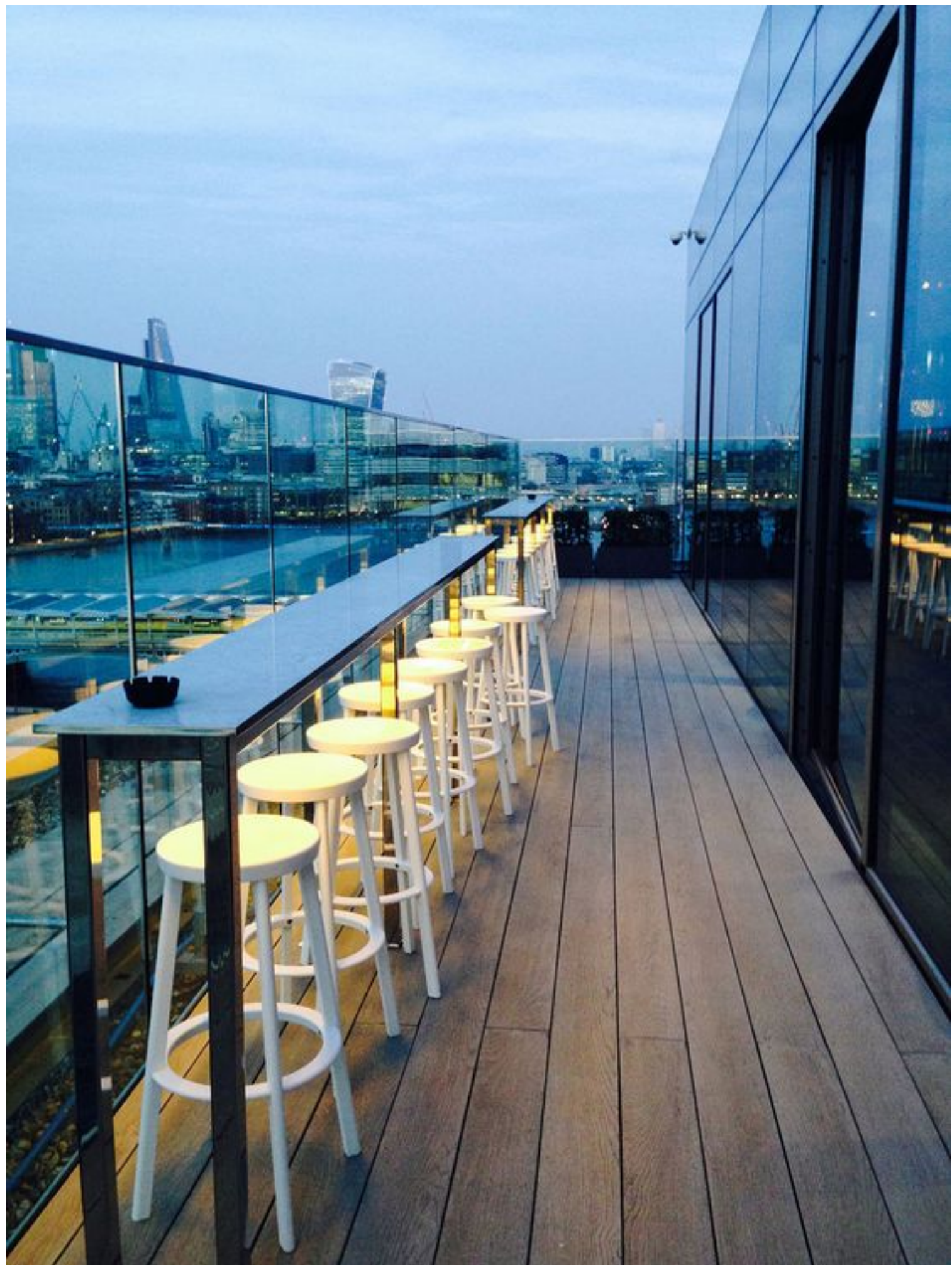
FIRE PITS AND LOUNGING



EVENT / SOCIAL SPACE + COVERED OUTDOOR KITCHEN



BOCCE PITCH



VIEWING BAR + STOOLS

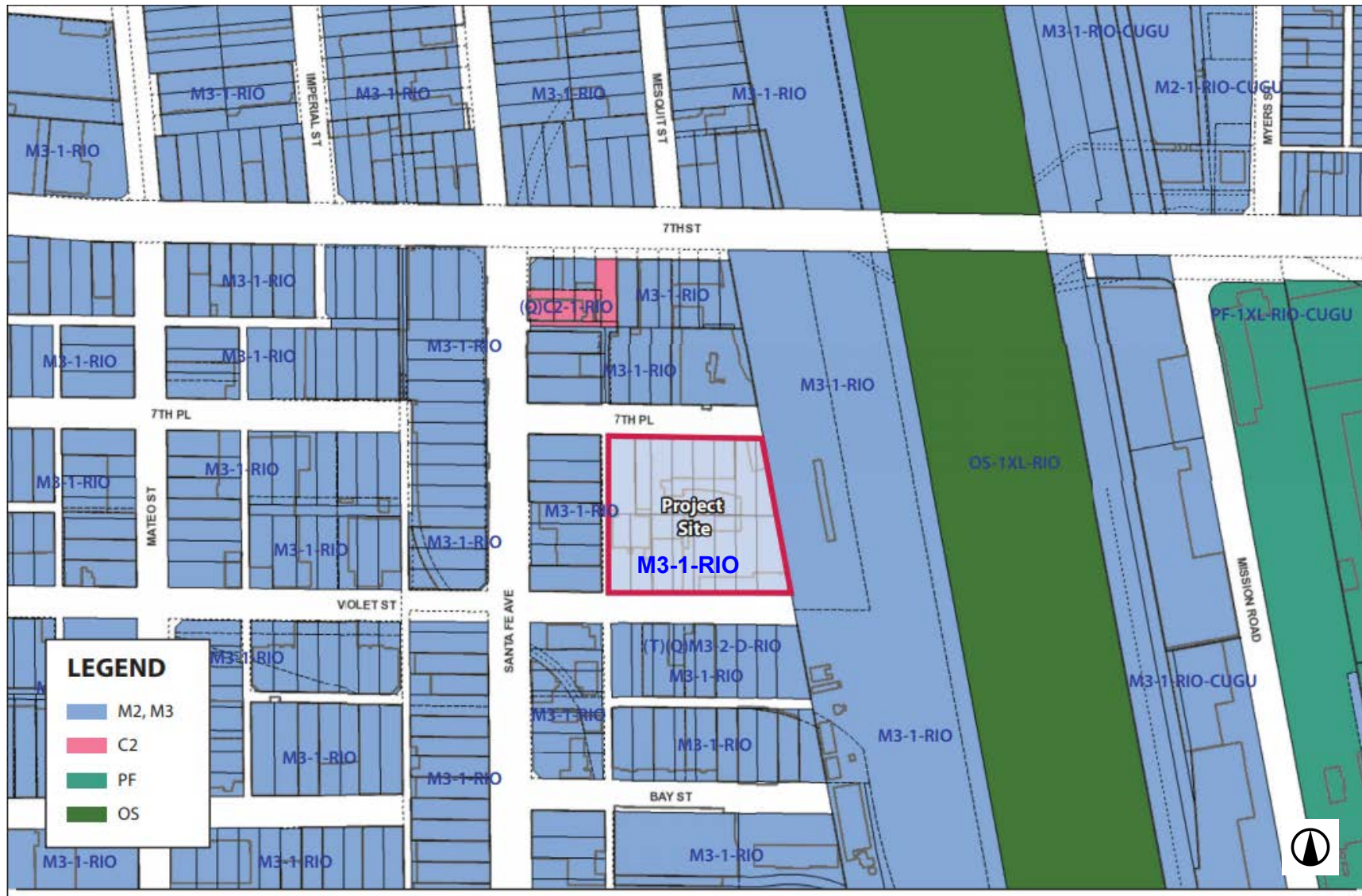


EATING + SOCIAL AREA + EVENT SPACE



B-1
Vicinity Map

Source: Los Angeles County GIS, 2015; Eystone Environmental, 2016.



B-2 Zoning Map

EXHIBIT B-3
LAND USE MAP
CPC-2017-437-GPAJ-VZCJ-
HD-VCU-MCUP-SPR



B-3 Land Use Map

IV. Mitigation Monitoring Program

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 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.

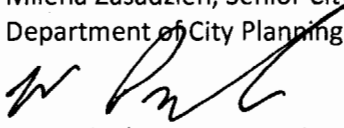
(2) Mitigation Measures

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

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE2143 E Violet St
DOT Case No. CEN 19-48935

Date: April 28, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT
LOCATED AT 2143 EAST VIOLET STREET**

The Department of Transportation has reviewed the transportation analysis prepared by Fehr and Peers, for the proposed mixed-use project located at 2143 East Violet Street. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS**A. Project Description**

The project proposes the development of a mixed-use project that includes 347 apartment units, 21,858 square-feet of high turnover restaurant use, 187,374 square-feet of office space, and 926 square-feet of artist production use. Five of the existing buildings on the site serving a variety of uses will be retained and two that include live/work units and storage sheds will be removed. Vehicular access to the project site will be provided via one driveway, full vehicular access, located along Violet Street and another on the alley bordering the western edge of the project. The study did not indicate the number of parking spaces to be provided. The project is planned to be completed by the year 2024.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment 1** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

A Project's impacts per Thresholds T-2.1 are determined by using the VMT calculator and are discussed above. The assessment determined that the project will have a significant transportation impact under the T-2.1 threshold.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Fehr and Peers, the proposed project is projected to have a Household VMT per capita of 9.3 and Work VMT per employee of 9.1. Therefore, it is concluded that implementation of the Project would result in significant Household VMT impact and a significant Work VMT impact.

The project proposes to implement mitigation measures consisting of bicycle amenities, site design, unbundled parking, commute trip reduction program, and promotion and marketing strategies. However, with the implementation of the mitigation measures, the proposed project is still forecasted to have a significant daily VMT impact with a Household VMT per capita of 7.7. The Project's daily Work VMT per employee, with the implementation of mitigation measures, is projected to have a Work VMT per employee of 7.5, resulting in no significant Work VMT impacts. A copy of the VMT Calculator summary reports is provided as **Attachment 1** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The

authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment 2** to this report.

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

As a result of the expected significant impacts identified in the project's transportation impact study, LADOT recommends that the applicant be required to implement the following transportation demand management (TDM) mitigation measures:

1. Bicycle Amenities

The project will provide long-term and short-term bicycle parking, bicycle showers, and secure bicycle parking in accordance with the Los Angeles Municipal Code requirements. In addition, the project could provide complimentary amenities such as a self-service bike repair area.

2. Site Design

The site will be designed to encourage walking, biking, and taking transit. Amenities would include:

- New sidewalks and street trees along the perimeter
- Improved street and pedestrian lighting
- Pedestrian network within the site and connecting to the surrounding pedestrian system

3. Unbundle Parking

This strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. This strategy is applicable for residential components of development projects.

4. 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 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.

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

B. Corrective Measures (Non-CEQA Analysis)

As required per the adopted Transportation Assessment Guidelines and pursuant to the City's Site Plan Review authority (L.A.M.C. 16.05 and various relevant code sections), the analysis included a review of current deficiencies and potential future deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective conditions:

1. **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.

C. Implementation of Improvements and Mitigation Measures

The applicant shall be responsible for the cost and implementation of any new traffic signal as described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

D. Additional Requirements and Considerations

To comply with the transportation with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below:

1. Parking Requirements

The traffic study did not disclose the number of parking spaces to be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements

Per the new Mobility Element of the General Plan, **Violet Street** and **7th Place** have been designated as Collector Streets which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 3** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

4. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

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

Attachments

J:\Letters\2020\CEN19-48935_2143 violet st_mu_vmt ltr.docx

c: Shaylee Papadakis, Council District 14
 Edward Yu, Central District Office, DOT
 Taimour Tanavoli, Case Management Office, DOT
 Matthew Masuda, Central District, BOE
 Tom Gaul, Fehr and Peers

Proposed Project

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



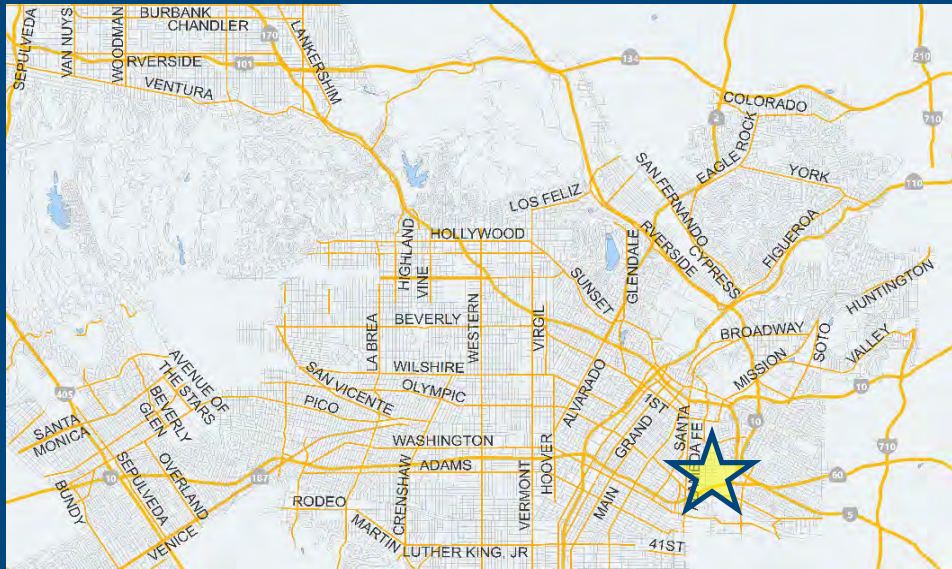
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2143 Violet

Scenario: Proposed Project

Address: 2143 E VIOLET ST, 90021



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

☒ Yes

☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family	4	DU
Housing Multi-Family	4	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office General Office	187.374	ksf
Housing Multi-Family	347	DU
Retail High-Turnover Sit-Down Restaurant	21.858	ksf
Office General Office	187.374	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
19 Daily Vehicle Trips	5,494 Daily Vehicle Trips
113 Daily VMT	38,414 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips

5,475
Net Daily Trips

The net increase in daily VMT ≤ 0

38,301
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total.

21,858
ksf

The proposed project is required to perform VMT analysis.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

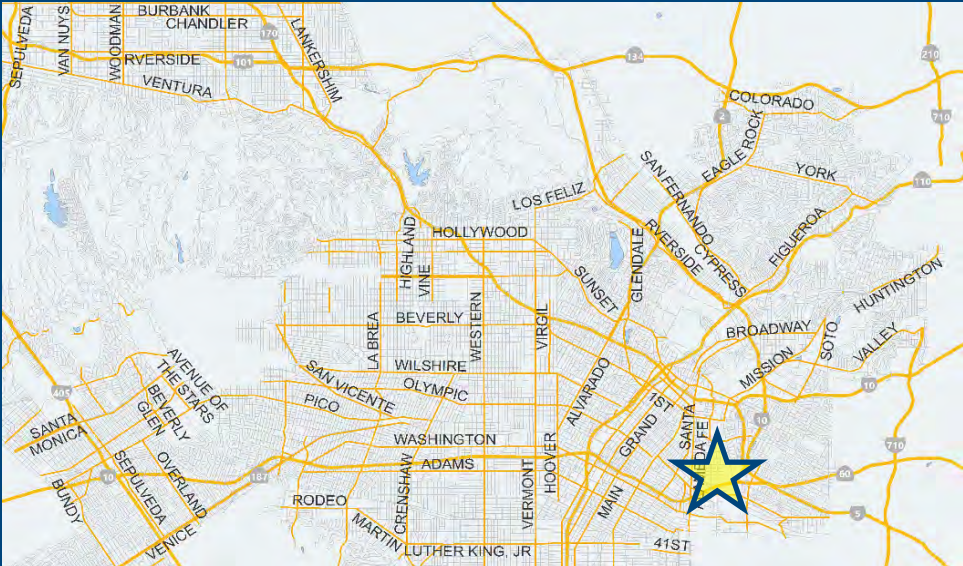


Project Information

Project: 2143 Violet

Scenario: Proposed Project

Address: 2143 E VIOLET ST, 90021



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	347	DU
Retail High-Turnover Sit-Down Restaurant	21.858	ksf
Office General Office	187.374	ksf

TDM Strategies

Select each section to show individual strategies
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?

Max Work Based TDM Achieved?

Proposed Project

No

With Mitigation

Yes

A

Parking

Reduce Parking Supply

100

city code parking provision for the project site

☐ Proposed Prj

☐ Mitigation

74

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj

☒ Mitigation

175

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj

☒ Mitigation

50

percent of employees eligible

Price Workplace Parking

6.00

daily parking charge (dollar)

☐ Proposed Prj

☒ Mitigation

50

percent of employees subject to priced parking

Residential Area Parking Permits

200

cost (dollar) of annual permit

☐ Proposed Prj

☐ Mitigation

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
5,318 Daily Vehicle Trips	4,942 Daily Vehicle Trips
37,176 Daily VMT	34,591 Daily VMT
9.3 Household VMT per Capita	7.7 Household VMT per Capita
9.1 Work VMT per Employee	7.5 Work VMT per Employee

Significant VMT Impact?	
Household: Yes Threshold = 6.0 15% Below APC	Household: Yes Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC

Measuring the Miles

2/24/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Proposed Project

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	347	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	21.858	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	187.374	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

3 of 11

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Proposed Project

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

Analysis Results			
Total Employees: 837			
Total Population: 782			
Proposed Project		With Mitigation	
5,318	Daily Vehicle Trips	4,942	Daily Vehicle Trips
37,176	Daily VMT	34,591	Daily VMT
9.3	Household VMT per Capita	7.7	Household VMT per Capita
9.1	Work VMT per Employee	7.5	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	Yes	Household > 6.0	Yes
Work > 7.6	Yes	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Proposed Project

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$175
	Parking cash-out	Employees eligible (%)	0%	50%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$6.00
		Employees subject to priced parking (%)	0%	50%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Proposed Project

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Proposed Project

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	100%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Proposed Project

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 24, 2020
 Project Name: 2143 Violet
 Project Scenario: Proposed Project
 Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Adjustments by Trip Purpose & Strategy														
Place type: Suburban Center														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	21%	0%	0%	0%	21%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 24, 2020
 Project Name: 2143 Violet
 Project Scenario: Proposed Project
 Project Address: 2143 E VIOLET ST, 90021



TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		3%	24%	3%	28%	3%	24%	3%	3%	3%	3%	3%	3%
MAX. TDM EFFECT		3%	20%	3%	20%	3%	20%	3%	3%	3%	3%	3%	3%

$$= \text{Minimum} (X\%, 1-[(1-A)*(1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Proposed Project

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	470	-25.7%	349	7.3	3,431	2,548
Home Based Other Production	1,258	-25.1%	942	5.3	6,667	4,993
Non-Home Based Other Production	863	-10.9%	769	8.1	6,990	6,229
Home-Based Work Attraction	1,214	-22.0%	947	8.3	10,076	7,860
Home-Based Other Attraction	2,135	-24.9%	1,604	6.5	13,878	10,426
Non-Home Based Other Attraction	989	-10.7%	883	7.2	7,121	6,358

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-3.2%	338	2,466	-20.0%	279	2,038
Home Based Other Production	-3.2%	912	4,832	-20.0%	754	3,994
Non-Home Based Other Production	-3.2%	744	6,028	-3.2%	744	6,028
Home-Based Work Attraction	-3.2%	917	7,607	-20.0%	758	6,288
Home-Based Other Attraction	-3.2%	1,552	10,090	-3.2%	1,552	10,090
Non-Home Based Other Attraction	-3.2%	855	6,153	-3.2%	855	6,153

MXD VMT Methodology Per Capita & Per Employee

Total Population: 782

Total Employees: 837

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	7,298	6,032
Total Home Based Work Attraction VMT	7,607	6,288
Total Home Based VMT Per Capita	9.3	7.7
Total Work Based VMT Per Employee	9.1	7.5

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



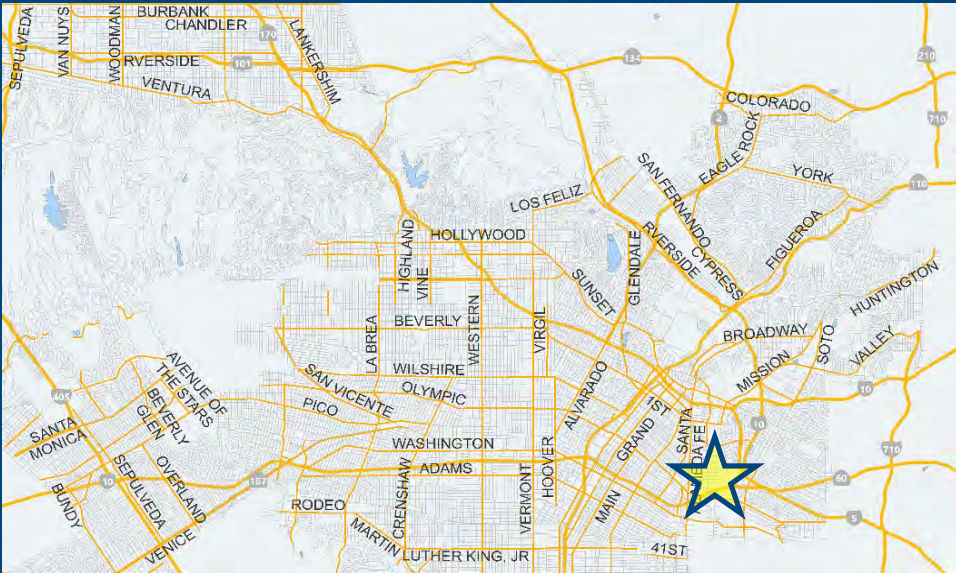
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2143 Violet

Scenario: Alternative 2: Zoning Compliant All Commercial

Address: 2143 E VIOLET ST, 90021



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

☒ Yes

☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family	4	DU
Housing Multi-Family	4	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	14.253	ksf
Retail High-Turnover Sit-Down Restaurant	14.253	ksf
Office General Office	128.169	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
19 Daily Vehicle Trips	2,632 Daily Vehicle Trips
113 Daily VMT	19,458 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips

2,613
Net Daily Trips

The net increase in daily VMT ≤ 0

19,345
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total.

14.253
ksf

The proposed project is required to perform VMT analysis.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project:

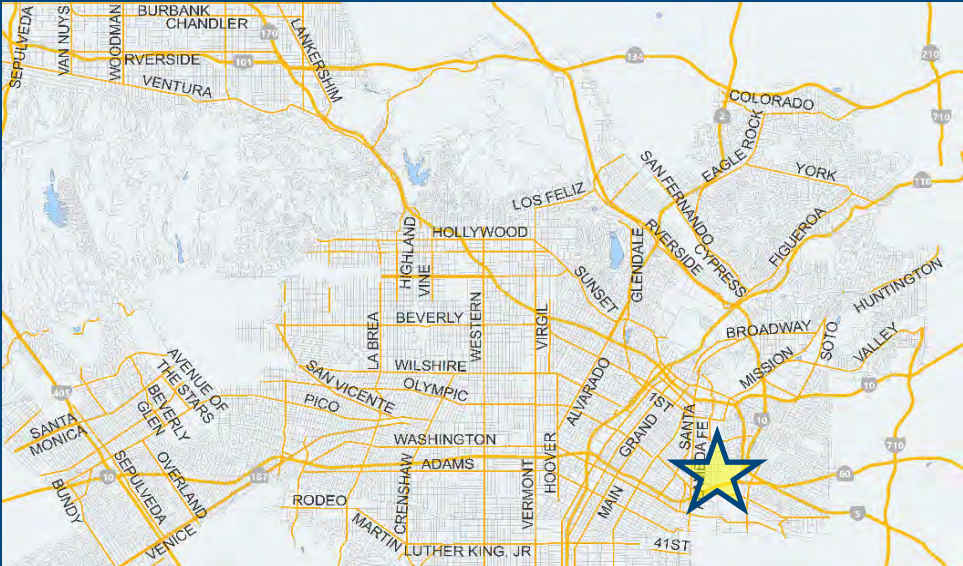
2143 Violet

Scenario:

Alternative 2: Zoning Compliant All Commercial

Address:

2143 E VIOLET ST, 90021



Proposed Project Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	14.253	ksf
Office General Office	128.169	ksf

TDM Strategies

Select each section to show individual strategies
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?

Proposed Project

No

With Mitigation

No

Max Work Based TDM Achieved?

No

Yes

A

Parking

Reduce Parking Supply

100

city code parking provision for the project site

☐ Proposed Prj

☐ Mitigation

74

actual parking provision for the project site

Unbundle Parking

175

monthly parking cost (dollar) for the project site

☐ Proposed Prj

☐ Mitigation

Parking Cash-Out

50

percent of employees eligible

☐ Proposed Prj

☒ Mitigation

Price Workplace Parking

6.00

daily parking charge (dollar)

☐ Proposed Prj

☒ Mitigation

50

percent of employees subject to priced parking

Residential Area Parking Permits

200

cost (dollar) of annual permit

☐ Proposed Prj

☐ Mitigation

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,548 Daily Vehicle Trips	2,437 Daily Vehicle Trips
18,831 Daily VMT	17,915 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
9.3 Work VMT per Employee	7.7 Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	Work: Yes Threshold = 7.6 15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 2: Zoning Compliant All Com

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	14.253	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	128.169	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

3 of 11

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 2: Zoning Compliant All Com

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

Analysis Results			
Total Employees: 570			
Total Population: 0			
Proposed Project		With Mitigation	
2,548	Daily Vehicle Trips	2,437	Daily Vehicle Trips
18,831	Daily VMT	17,915	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
9.3	Work VMT per Employee	7.7	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	Yes	Work > 7.6	Yes

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 2: Zoning Compliant All Com

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	50%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$6.00
		Employees subject to priced parking (%)	0%	50%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 2: Zoning Compliant All Com

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 2: Zoning Compliant All Com

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	100%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 2: Zoning Compliant All Com

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 24, 2020
 Project Name: 2143 Violet
 Project Scenario: Alternative 2: Zoning Compliant All Commercial
 Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Adjustments by Trip Purpose & Strategy														
Place type: Suburban Center														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 24, 2020
 Project Name: 2143 Violet
 Project Scenario: Alternative 2: Zoning Compliant All Commercial
 Project Address: 2143 E VIOLET ST, 90021



TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		3%	3%	3%	28%	3%	3%	3%	3%	3%	3%	3%	3%
MAX. TDM EFFECT		3%	3%	3%	20%	3%	3%	3%	3%	3%	3%	3%	3%

$$= \text{Minimum } (X\%, 1-[(1-A)*(1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 2: Zoning Compliant All Com

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.3	0	0
Home Based Other Production	0	0.0%	0	5.3	0	0
Non-Home Based Other Production	570	-11.1%	507	8.1	4,617	4,107
Home-Based Work Attraction	826	-20.3%	658	8.3	6,856	5,461
Home-Based Other Attraction	1,259	-23.7%	960	6.5	8,184	6,240
Non-Home Based Other Attraction	570	-11.1%	507	7.2	4,104	3,650

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-3.2%	0	0	-3.2%	0	0
Home Based Other Production	-3.2%	0	0	-3.2%	0	0
Non-Home Based Other Production	-3.2%	491	3,975	-3.2%	491	3,975
Home-Based Work Attraction	-3.2%	637	5,285	-20.0%	526	4,369
Home-Based Other Attraction	-3.2%	929	6,039	-3.2%	929	6,039
Non-Home Based Other Attraction	-3.2%	491	3,532	-3.2%	491	3,532

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 570

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	5,285	4,369
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	9.3	7.7

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



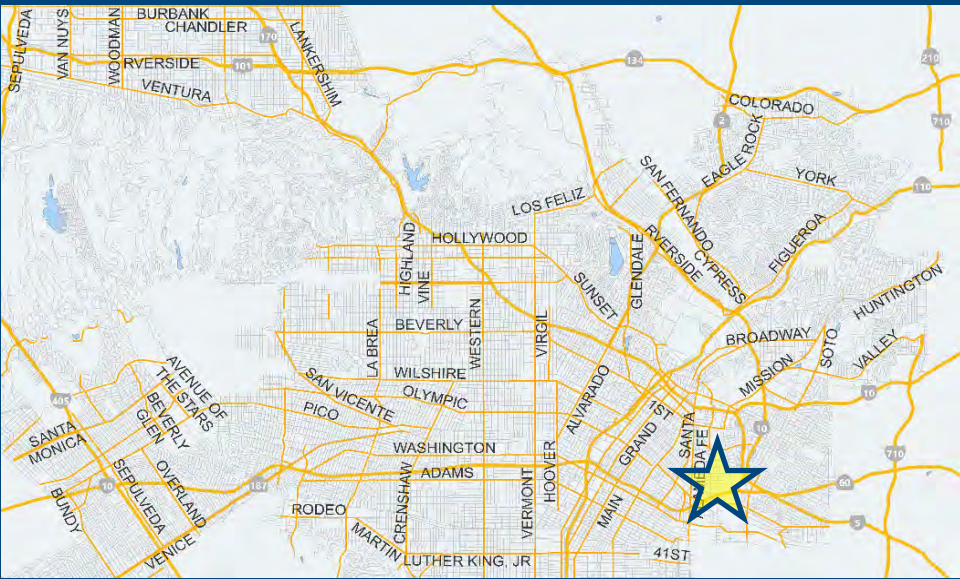
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2143 Violet

Scenario: Alternative 3: Reduced Density [WWW](#)

Address: 2143 E VIOLET ST, 90021



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

☒ Yes

☐ No

Existing Land Use

Land Use Type	Value	Unit	
Housing Multi-Family	4	DU	✖
Housing Multi-Family	4	DU	

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit	
Office General Office	128.169	ksf	+
Housing Multi-Family	230	DU	
Retail High-Turnover Sit-Down Restaurant	16.394	ksf	
Office General Office	140.53	ksf	

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
19 Daily Vehicle Trips	3,999 Daily Vehicle Trips
113 Daily VMT	28,088 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	3,980 Net Daily Trips
The net increase in daily VMT ≤ 0	27,975 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	16.394 ksf
The proposed project is required to perform VMT analysis.	

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

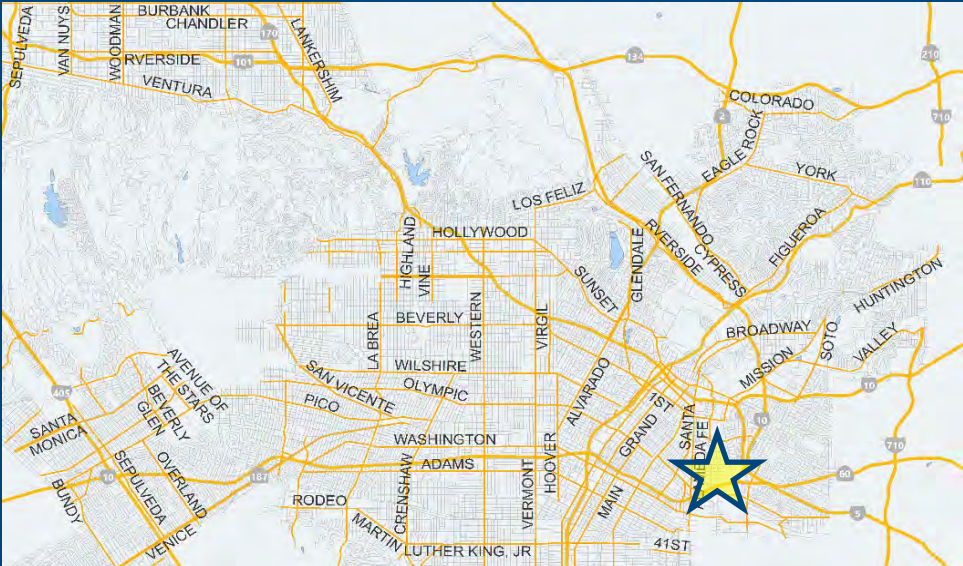


Project Information

Project: 2143 Violet

Scenario: Alternative 3: Reduced Density

Address: 2143 E VIOLET ST, 90021



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	230	DU
Retail High-Turnover Sit-Down Restaurant	16.394	ksf
Office General Office	140.53	ksf

TDM Strategies

Select each section to show individual strategies
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?

Max Work Based TDM Achieved?

Proposed Project

No

With Mitigation

Yes

A

Parking

Reduce Parking Supply

100

city code parking provision for the project site

☐ Proposed Prj

☐ Mitigation

74

actual parking provision for the project site

Unbundle Parking

175

monthly parking cost (dollar) for the project site

☐ Proposed Prj

☒ Mitigation

Parking Cash-Out

50

percent of employees eligible

☐ Proposed Prj

☒ Mitigation

Price Workplace Parking

6.00

daily parking charge (dollar)

☐ Proposed Prj

☒ Mitigation

50

percent of employees subject to priced parking

Residential Area Parking Permits

200

cost (dollar) of annual permit

☐ Proposed Prj

☐ Mitigation

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
3,870 Daily Vehicle Trips	3,605 Daily Vehicle Trips
27,183 Daily VMT	25,348 Daily VMT
9.4 Household VMT per Capita	7.7 Household VMT per Capita
9.1 Work VMT per Employee	7.5 Work VMT per Employee

Significant VMT Impact?	
Household: Yes Threshold = 6.0 15% Below APC	Household: Yes Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC

Measuring the Miles

2/24/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 3: Reduced Density

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	230	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	16.394	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	140.530	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

3 of 11

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 3: Reduced Density

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

Analysis Results			
Total Employees: 628			
Total Population: 518			
Proposed Project		With Mitigation	
3,870	Daily Vehicle Trips	3,605	Daily Vehicle Trips
27,183	Daily VMT	25,348	Daily VMT
9.4	Household VMT per Capita	7.7	Household VMT per Capita
9.1	Work VMT per Employee	7.5	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	Yes	Household > 6.0	Yes
Work > 7.6	Yes	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 3: Reduced Density

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$175
	Parking cash-out	Employees eligible (%)	0%	50%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$6.00
		Employees subject to priced parking (%)	0%	50%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 3: Reduced Density

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 3: Reduced Density

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	100%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 3: Reduced Density

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 24, 2020
 Project Name: 2143 Violet
 Project Scenario: Alternative 3: Reduced Density
 Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Adjustments by Trip Purpose & Strategy														
Place type: Suburban Center														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	21%	0%	0%	0%	21%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 24, 2020
 Project Name: 2143 Violet
 Project Scenario: Alternative 3: Reduced Density
 Project Address: 2143 E VIOLET ST, 90021



TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		3%	24%	3%	28%	3%	24%	3%	3%	3%	3%	3%	3%
MAX. TDM EFFECT		3%	20%	3%	20%	3%	20%	3%	3%	3%	3%	3%	3%

$$= \text{Minimum } (X\%, 1-[(1-A)*(1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 3: Reduced Density

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	311	-26.0%	230	7.3	2,270	1,679
Home Based Other Production	834	-24.6%	629	5.3	4,420	3,334
Non-Home Based Other Production	647	-10.8%	577	8.1	5,241	4,674
Home-Based Work Attraction	910	-21.6%	713	8.3	7,553	5,918
Home-Based Other Attraction	1,581	-24.3%	1,197	6.5	10,277	7,781
Non-Home Based Other Attraction	731	-10.7%	653	7.2	5,263	4,702

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-3.2%	223	1,625	-20.0%	184	1,343
Home Based Other Production	-3.2%	609	3,227	-20.0%	503	2,667
Non-Home Based Other Production	-3.2%	558	4,523	-3.2%	558	4,523
Home-Based Work Attraction	-3.2%	690	5,727	-20.0%	570	4,734
Home-Based Other Attraction	-3.2%	1,158	7,530	-3.2%	1,158	7,530
Non-Home Based Other Attraction	-3.2%	632	4,551	-3.2%	632	4,551

MXD VMT Methodology Per Capita & Per Employee

Total Population: 518

Total Employees: 628

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	4,852	4,010
Total Home Based Work Attraction VMT	5,727	4,734
Total Home Based VMT Per Capita	9.4	7.7
Total Work Based VMT Per Employee	9.1	7.5

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



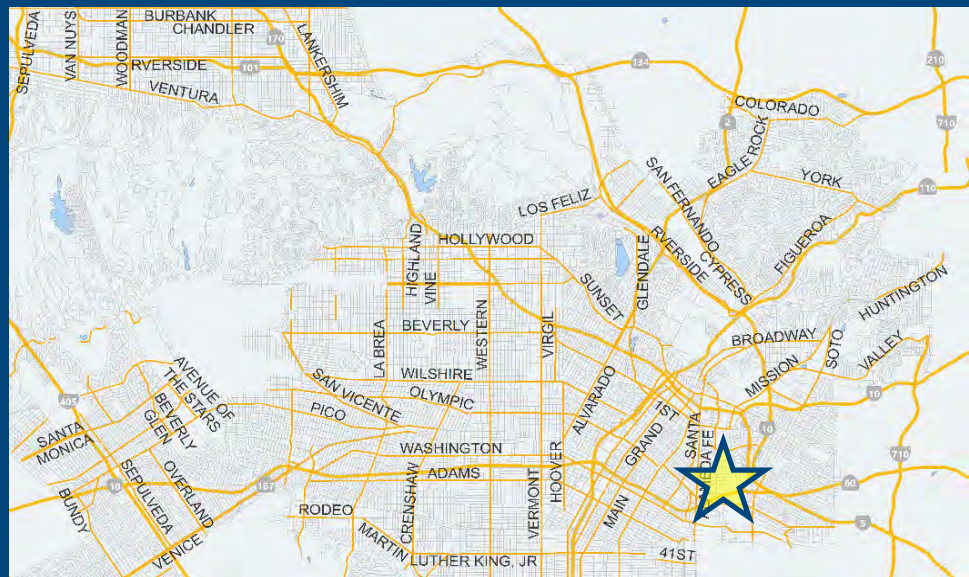
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2143 Violet

Scenario: Alternative 4: DTLA 2040 CPU Mixed-Use [WWW](#)

Address: 2143 E VIOLET ST, 90021



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

☒ Yes

☐ No

Existing Land Use

Land Use Type	Value	Unit	
Housing Multi-Family	4	DU	✖
Housing Multi-Family	4	DU	

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit	
Office General Office	140.53	ksf	+
Housing Multi-Family	245	DU	
Retail High-Turnover Sit-Down Restaurant	18.858	ksf	
Office General Office	245.452	ksf	

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
19 Daily Vehicle Trips	5,147 Daily Vehicle Trips
113 Daily VMT	36,710 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips 5,128
Net Daily Trips

The net increase in daily VMT ≤ 0 36,597
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. 18,858
ksf

The proposed project is required to perform VMT analysis.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project:

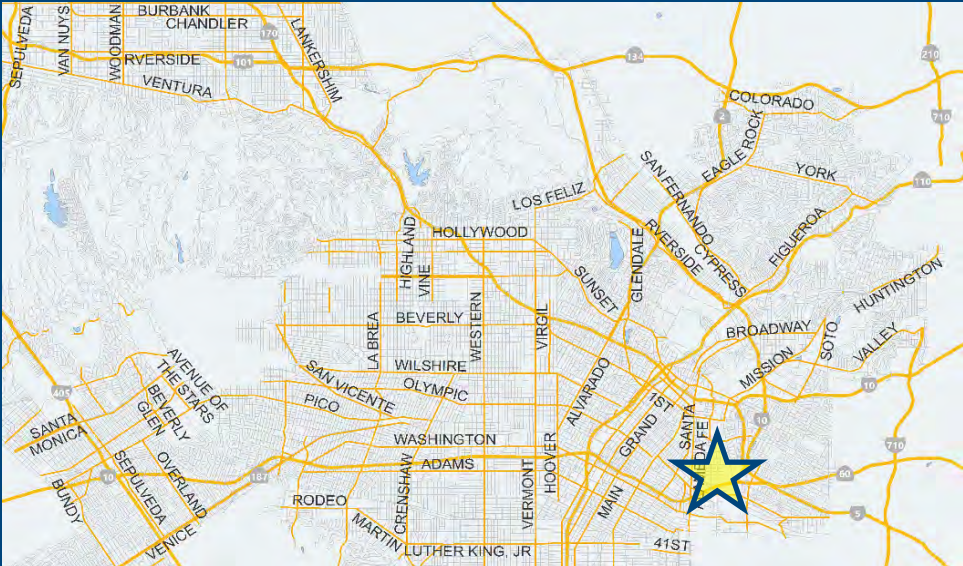
2143 Violet

Scenario:

Alternative 4: DTLA 2040 CPU Mixed-Use

Address:

2143 E VIOLET ST, 90021



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	245	DU
Retail High-Turnover Sit-Down Restaurant	18.858	ksf
Office General Office	245.452	ksf

TDM Strategies

Select each section to show individual strategies
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?

Proposed Project

No

With Mitigation

Yes

Max Work Based TDM Achieved?

No

Yes

A

Parking

Reduce Parking Supply

100

city code parking provision for the project site

☐ Proposed Prj

☐ Mitigation

74

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj

☒ Mitigation

175

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj

☒ Mitigation

50

percent of employees eligible

Price Workplace Parking

6.00

daily parking charge (dollar)

☐ Proposed Prj

☒ Mitigation

50

percent of employees subject to priced parking

Residential Area Parking Permits

200

cost (dollar) of annual permit

☐ Proposed Prj

☐ Mitigation

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
4,980 Daily Vehicle Trips	4,634 Daily Vehicle Trips
35,527 Daily VMT	33,032 Daily VMT
9.2 Household VMT per Capita	7.6 Household VMT per Capita
8.8 Work VMT per Employee	7.3 Work VMT per Employee

Significant VMT Impact?	
Household: Yes Threshold = 6.0 15% Below APC	Household: Yes Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC

Measuring the Miles

2/24/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 4: DTLA 2040 CPU Mixed-Use

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	245	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	18.858	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	245.452	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

3 of 11

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 4: DTLA 2040 CPU Mixed-Use

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

Analysis Results			
Total Employees: 1,057			
Total Population: 552			
Proposed Project		With Mitigation	
4,980	Daily Vehicle Trips	4,634	Daily Vehicle Trips
35,527	Daily VMT	33,032	Daily VMT
9.2	Household VMT per Capita	7.6	Household VMT per Capita
8.8	Work VMT per Employee	7.3	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	Yes	Household > 6.0	Yes
Work > 7.6	Yes	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 4: DTLA 2040 CPU Mixed-Us

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$175
	Parking cash-out	Employees eligible (%)	0%	50%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$6.00
		Employees subject to priced parking (%)	0%	50%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 4: DTLA 2040 CPU Mixed-Us

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 4: DTLA 2040 CPU Mixed-Us

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	100%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 4: DTLA 2040 CPU Mixed-Us

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 24, 2020
 Project Name: 2143 Violet
 Project Scenario: Alternative 4: DTLA 2040 CPU Mixed-Use
 Project Address: 2143 E VIOLET ST, 90021



Version 1.2

TDM Adjustments by Trip Purpose & Strategy														
Place type: Suburban Center														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	21%	0%	0%	0%	21%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 24, 2020
 Project Name: 2143 Violet
 Project Scenario: Alternative 4: DTLA 2040 CPU Mixed-Use
 Project Address: 2143 E VIOLET ST, 90021



TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		3%	24%	3%	28%	3%	24%	3%	3%	3%	3%	3%	3%
MAX. TDM EFFECT		3%	20%	3%	20%	3%	20%	3%	3%	3%	3%	3%	3%

$$= \text{Minimum} (X\%, 1-[(1-A)*(1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 24, 2020

Project Name: 2143 Violet

Project Scenario: Alternative 4: DTLA 2040 CPU Mixed-Use

Project Address: 2143 E VIOLET ST, 90021



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	332	-28.3%	238	7.3	2,424	1,737
Home Based Other Production	888	-25.0%	666	5.3	4,706	3,530
Non-Home Based Other Production	841	-10.9%	749	8.1	6,812	6,067
Home-Based Work Attraction	1,475	-21.5%	1,158	8.3	12,243	9,611
Home-Based Other Attraction	1,999	-24.6%	1,507	6.5	12,994	9,796
Non-Home Based Other Attraction	930	-10.9%	829	7.2	6,696	5,969

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-3.2%	230	1,681	-20.0%	190	1,390
Home Based Other Production	-3.2%	644	3,416	-20.0%	533	2,824
Non-Home Based Other Production	-3.2%	725	5,872	-3.2%	725	5,872
Home-Based Work Attraction	-3.2%	1,121	9,301	-20.0%	926	7,689
Home-Based Other Attraction	-3.2%	1,458	9,480	-3.2%	1,458	9,480
Non-Home Based Other Attraction	-3.2%	802	5,777	-3.2%	802	5,777

MXD VMT Methodology Per Capita & Per Employee

Total Population: 552

Total Employees: 1,057

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	5,097	4,214
Total Home Based Work Attraction VMT	9,301	7,689
Total Home Based VMT Per Capita	9.2	7.6
Total Work Based VMT Per Employee	8.8	7.3

**Attachment 2
2143 E. Violet St**

TABLE 11A FUTURE PLUS PROJECT INTERSECTION LEVELS OF SERVICE SIGNALIZED STUDY INTERSECTIONS						
NO.	INTERSECTION	PEAK HOUR	FUTURE		FUTURE + PROJECT	
			V/C	LOS	V/C	LOS
1	Mateo St & 7th St	AM	0.853	D	0.870	D
		PM	0.912	E	0.934	E
2	S Santa Fe Ave & 7th St	AM	1.193	F	1.270	F
		PM	1.409	F	1.500	F
4	S Santa Fe Ave & E 8th St	AM	0.764	C	0.775	C
		PM	0.611	B	0.641	B

TABLE 11B FUTURE PLUS PROJECT INTERSECTION LEVELS OF SERVICE UNSIGNALIZED STUDY INTERSECTIONS						
NO.	INTERSECTION	PEAK HOUR	FUTURE		FUTURE + PROJECT	
			Delay (sec.)	LOS	Delay (sec.)	LOS
3	S Santa Fe Ave & Violet St	AM	*	F	*	F
		PM	*	F	*	F

* The HCM methodology produces a delay estimate that exceeds 5 minutes or is undefined based on the volume, lane configuration, and traffic control. Actual drivers are likely to change their route or accept smaller than usual gaps when faced with such long delays.

Attachment 3
2143 E. Violet St

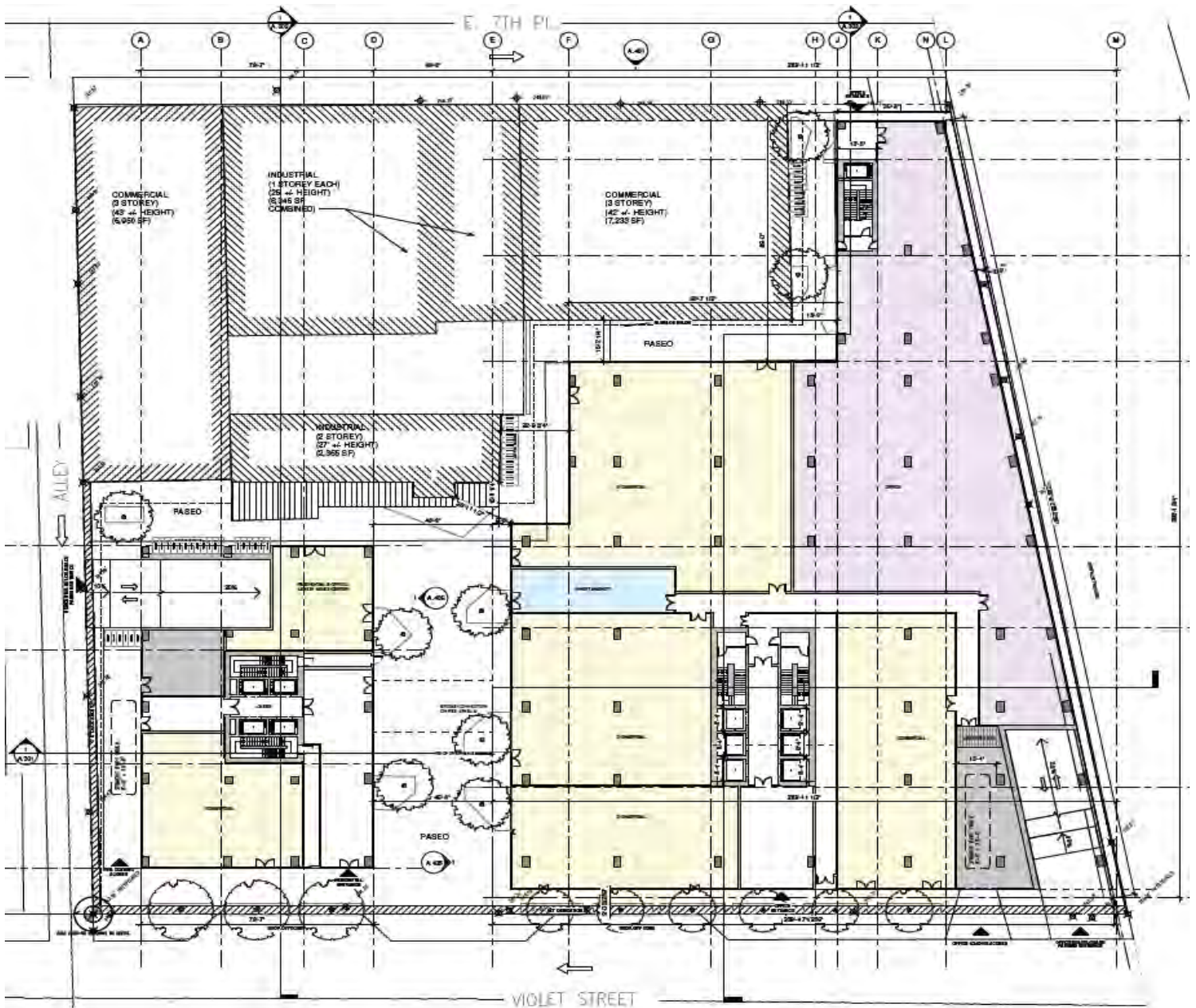


Figure 2
Site Plan