

## II. Project Description

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### 1. Introduction

RCS VE LLC (the Applicant) proposes to construct a new mixed-use development totaling up to 1,792,103 square feet of floor area (the Project) on approximately 5.45 acres of land at 670 Mesquit Street (Project Site), along the southeastern edge of the Artists-in-Residence District within the Central City North Community Plan area of the City of Los Angeles (City).<sup>1</sup>

The Project would have a floor area ratio (FAR) of up to 7.5:1,<sup>2</sup> and would consist of the following primary components:

- Creative office space totaling up to 944,055 square feet;
- A 236-room hotel;
- 308 multi-family residential housing units;
- An Arts District Central Market (food hall), a grocery store, and general retail uses totaling up to 136,152 square feet;
- Restaurants totaling up to 89,577 square feet;
- Studio/event/gallery space and a potential museum totaling up to 93,617 square feet; and,
- A maximum 62,148-square-foot gym.

The Project would provide a minimum of 2,000 traditional vehicle parking spaces, with parking for a total of up to 3,500 vehicles using a combination of automated parking systems, valet parking, or other efficiency parking methods. Parking would be provided in below-grade, at-grade, and above-grade structured parking spanning the Project Site. A rooftop heliport would be located on Building 5 for emergency and occasional private use.

The Project would provide a total of approximately 141,876 square feet of open space for use by Project residents, hotel guests, employees, and visitors. Proposed open space features include at-grade landscaped areas, pedestrian passageways and walkways,

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<sup>1</sup> Project floor area is calculated in accordance with Los Angeles Municipal Code (LAMC) Section 12.03, unless otherwise noted.

<sup>2</sup> With the proposed lot merger and vacation of portions of Mesquit Street, the Project Site area would be approximately 5.45 acres or 237,714 net square feet, an increase over the existing Project Site's gross area of 4.62 acres or 201,151 square feet. The FAR may be as low as 4.96:1 if the buildable lot area of the Project Site includes the Deck Concept and the proposed Mesquit Street vacation (361,185 square feet), or as high as 8.9:1 if the lot area includes only the parcels currently under Applicant ownership and does not include the proposed Mesquit Street vacation.

balconies offering views of the Los Angeles River, and above-grade landscaped terraces and pool amenity decks. In addition, as further described under Subsection 6, *Description of the Project*, the Project may include a Deck Concept (Project with the Deck Concept) that would involve construction of a 132,000 square foot Deck that would extend over a portion of the freight and passenger rail lines and rail yards (Railway Properties) east of the Project Site.

Pursuant to Section 11.5.7 of the Los Angeles Municipal Code (LAMC), the Project includes the proposed Mesquit Specific Plan (Specific Plan) to establish the land use regulations for the Project Site (including, but not limited to, standards such as densities, heights, uses, parking, signage, open space, and landscape requirements). These regulations would be in addition to those set forth in the planning and zoning provisions of the LAMC, and where they differ from what would be allowed under the LAMC, the Specific Plan would supersede and prevail.

Additionally, the Project includes a proposed Sign District with specific regulations for the Project Site. Signage is further described under subsection 6.e, below. Project implementation would require the removal of all existing on-site uses, including existing freezer, cold storage, and dry storage warehouses and associated office space totaling approximately 205,393 gross square feet of floor area, as well as existing surface parking.

## 2. Project Location and Surrounding Uses

### a) Project Location

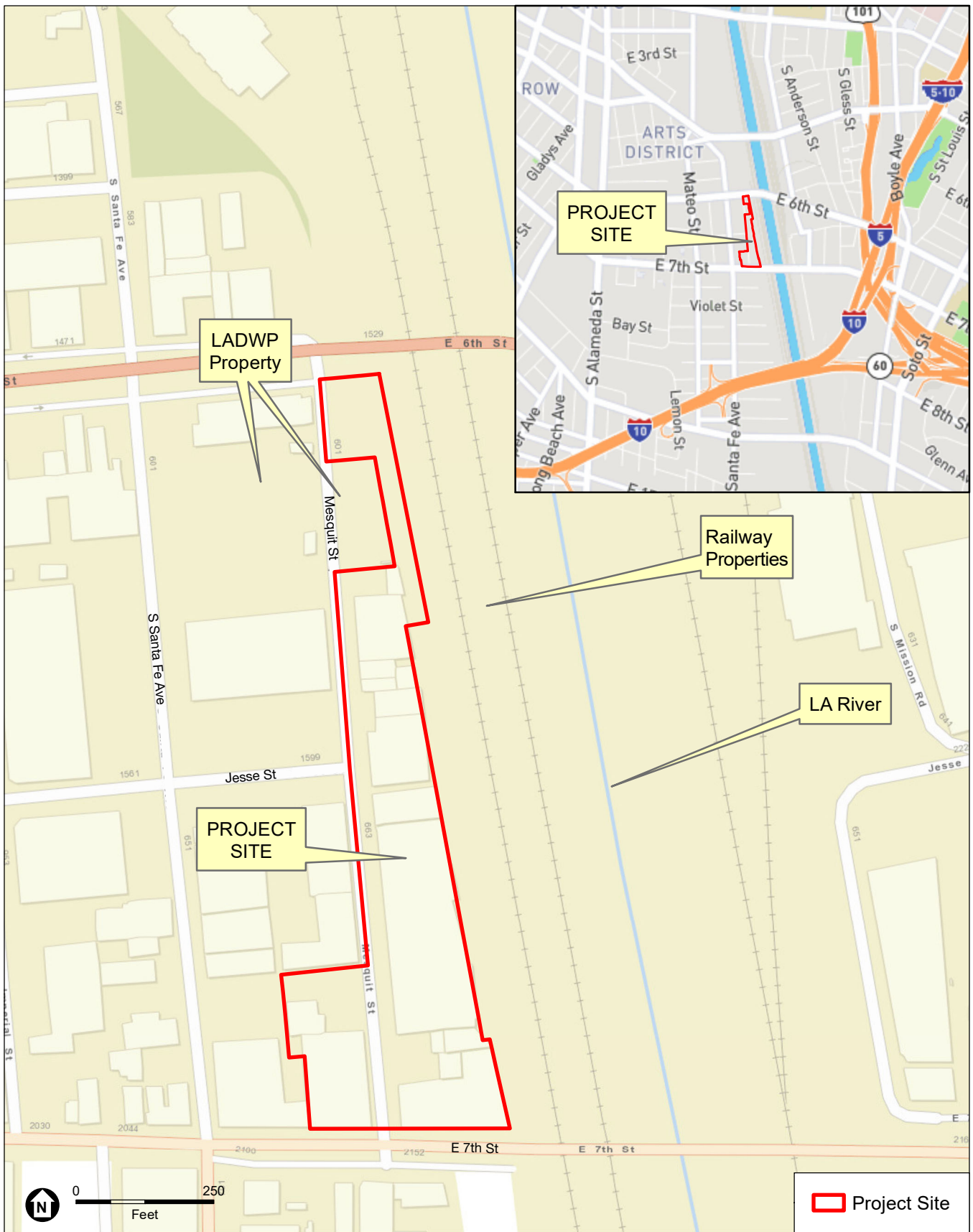
The Project Site is located within the boundaries of the Central City North Community Plan (Community Plan) area and is located along the southeastern edge of the Artists-in-Residence District of Downtown Los Angeles, as defined in the Central City North Community Plan, as shown in **Figure II-1, *Regional and Site Location Map***.

The Artists-in-Residence District is defined in the Community Plan area as the area between 1<sup>st</sup> and 6<sup>th</sup> Streets on the north and south, and the Los Angeles River and Alameda Street on the east and west.<sup>3</sup> However, the Community Plan Land Use Map shows the District's southern boundary extending farther south, to Violet Street south of the 7<sup>th</sup> Street Bridge. The area surrounding the Project Site is comprised of historically industrial and manufacturing-oriented properties, many of which are experiencing changes in land use through adaptive reuse, infill development, and redevelopment. The existing Project Site, located along the southeastern edge of the Artists-in-Residence District, consists of eight parcels and multiple lots totaling approximately 201,151 gross square feet or 4.62 acres.<sup>4</sup>

<sup>3</sup> City of Los Angeles Department of City Planning, Central City North Community Plan, 2003, page I-3. Accessed August 2019.

<sup>4</sup> With the proposed lot merger and vacation of portions of Mesquit Street, the proposed Project Site area would be approximately 5.45 acres or 237,714 square feet.





SOURCE: Open Street Map, 2016

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**Figure II-1**  
Regional and Site Location Map

As depicted on **Figure II-2, Existing Conditions Site Plan**, and **Figure II-3, Aerial Photograph – Existing Conditions**, the Project Site flanks Mesquit Street on the east and west between the former 6<sup>th</sup> Street Viaduct right-of-way (ROW) on the north and the 7<sup>th</sup> Street Bridge on the south. The majority of the Project Site is on the east side of Mesquit Street, with additional parcels in the southern portion of the Project Site located on the west side of Mesquit Street at 7<sup>th</sup> Street.

The Los Angeles Department of Water and Power (LADWP) owns property on both sides of Mesquit Street (LADWP Property) near the Project Site. LADWP's River Switching Station electricity substation is north of the Project Site on the west side of Mesquit Street with an associated electrical tower and a transmission line ROW that crosses the Los Angeles River, bisecting the Project Site on the east side of Mesquit Street.

As shown on **Figure II-4, Proposed Street Vacation**, the Project proposes a full-width vacation/merger of Mesquit Street from the northerly right-of-way of 7<sup>th</sup> Street to the southerly right-of-way of Jesse Street. The Project also proposes a half-width subsurface merger for the easterly half of Mesquit Street from the southerly right-of-way of Jesse Street to the southerly line of the LADWP property on the east side of Mesquit Street.

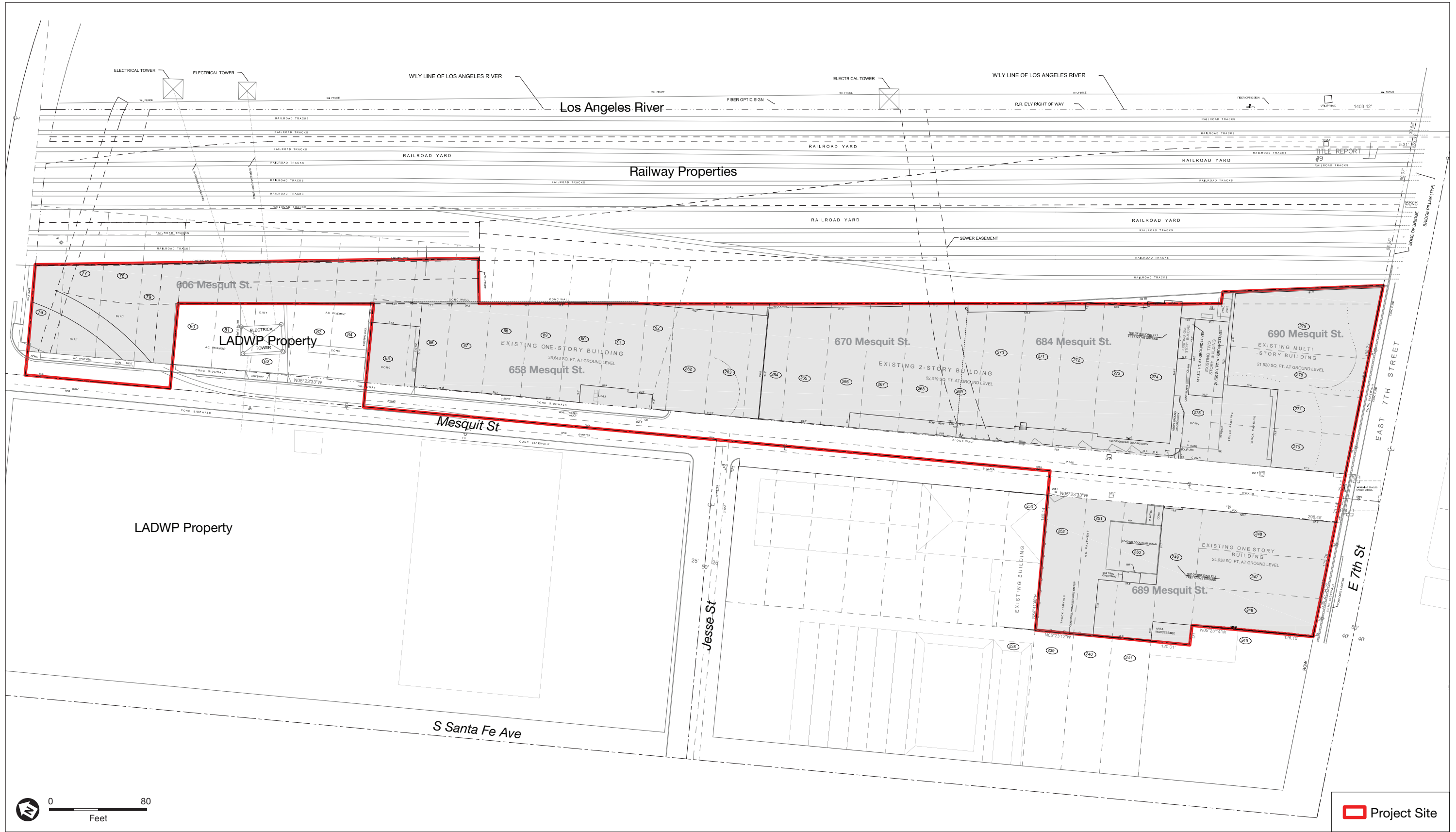
## **b) Surrounding Uses**

The Project Site is bordered on the east by freight and passenger rail lines and rail yards (Railway Properties) owned by National Railroad Passenger Corporation (Amtrak), BNSF Railway Company (BNSF), and the Los Angeles County Metropolitan Transportation Authority (Metro). The Los Angeles River is located east of the Railway Properties with the Boyle Heights community further to the east across the Los Angeles River.

North of the Project Site is the construction site for the Sixth Street Viaduct Replacement project, the centerpiece of which is a new multi-modal bridge known as the Ribbon of Light Bridge, which will replace the original viaduct and maintain the connection between Boyle Heights and the Arts District across the Los Angeles River. The Sixth Street Viaduct Replacement Project is expected to be completed in summer 2022.<sup>5</sup> The Sixth Street Viaduct Replacement project, led by the City's Bureau of Engineering, also includes an approximately 12 acre area with open space and recreational amenities, known as the Sixth Street Park, Arts, River, and Connectivity (PARC) Improvements.<sup>6</sup> The PARC improvements will be constructed under and adjacent to the Ribbon of Light Bridge with access ramps and stairs connecting to the bridge. Metro owns several vacant parcels north of 6<sup>th</sup> Street. Land uses north and northwest of the new bridge site include a mix of restaurants, bars and cafes, commercial uses, and creative and traditional office space.

<sup>5</sup> City of Los Angeles Bureau of Engineering, Sixth Street Viaduct Replacement Project, [https://www.sixthstreetviaduct.org/about\\_the\\_project](https://www.sixthstreetviaduct.org/about_the_project). Accessed August 6, 2021.

<sup>6</sup> The PARC Improvements are analyzed as Related Project No. 141 and is noted in Chapter III, *Environmental Setting*, of the Draft EIR.



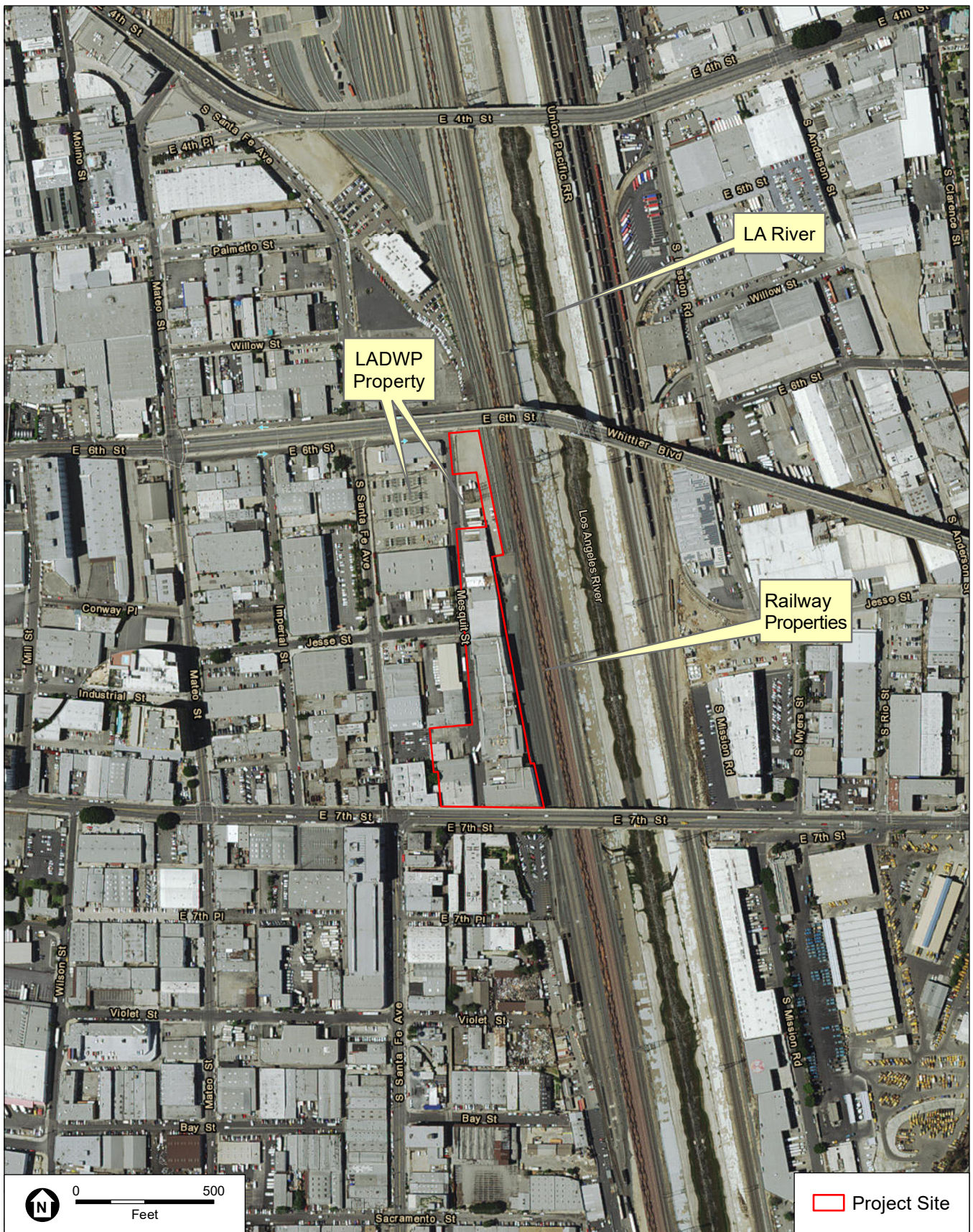
SOURCE: Bjarke Ingels Group with Gruen Associates, 2019

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**Figure II-2**  
Existing Conditions Site Plan

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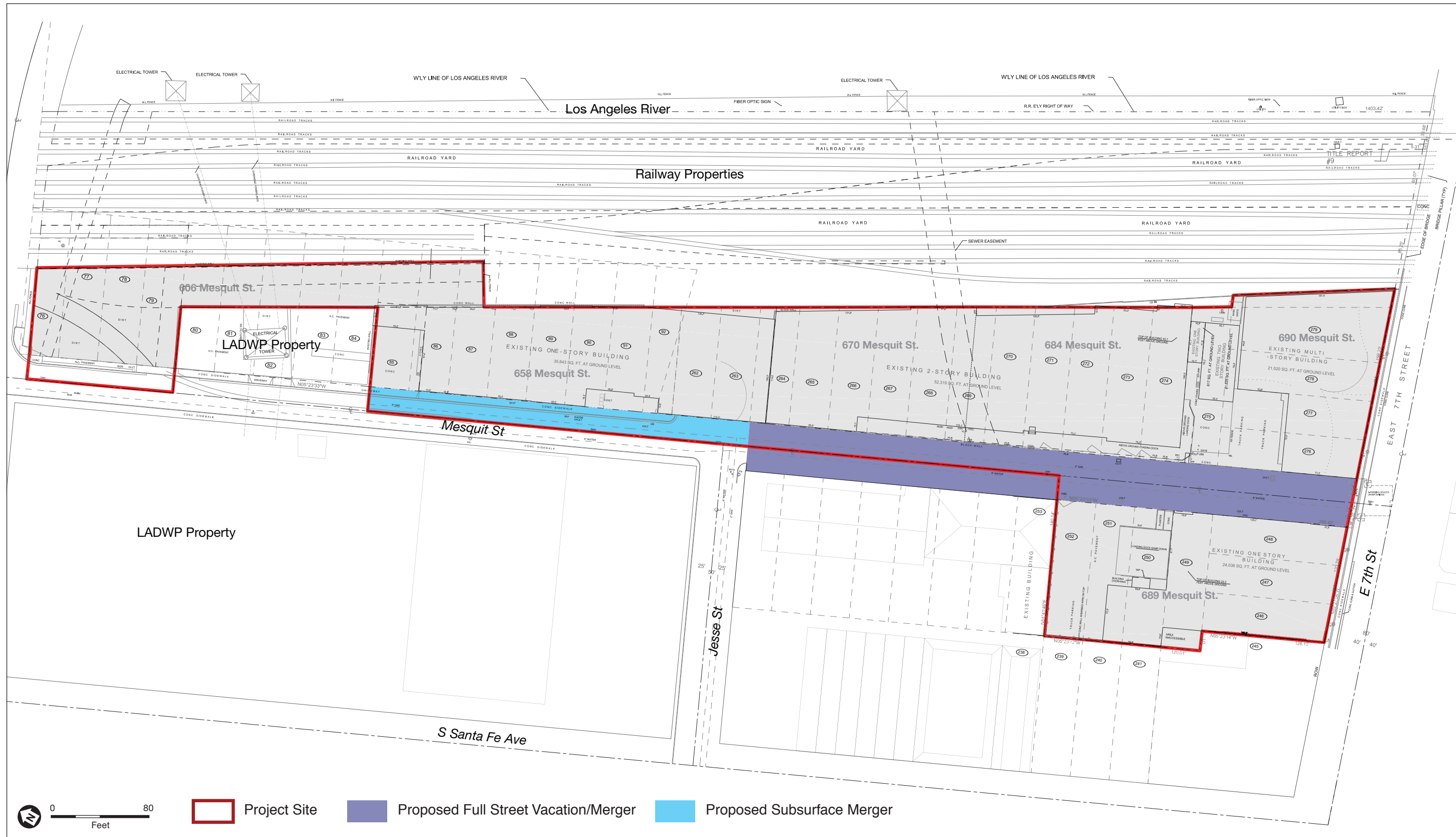
SOURCE: Google Map, 2015 (Aerial)

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**Figure II-3**  
Aerial Photograph - Existing Conditions



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SOURCE: Bjarke Ingels Group with Gruen Associates, 2019; KPFF

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**Figure II-4**  
 Proposed Street Vacation

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The elevated 7<sup>th</sup> Street Bridge forms the southern boundary of the Project Site. The 7<sup>th</sup> Street Bridge provides access between the Arts District and greater Downtown area and Boyle Heights, east of the Los Angeles River. The 7<sup>th</sup> Street Bridge is listed on the California Register and is a City-designated Historical Cultural Monument (HCM No. 904).<sup>7</sup> It does not currently provide access to the Project Site. The area south of the 7<sup>th</sup> Street Bridge comprises a mix of uses in converted industrial and other buildings, including live/work spaces and restaurants and coffee shops. There are warehouses and light manufacturing uses located throughout this area as well.

The west side of Mesquit Street, adjacent to the Project Site, is developed with warehouses and an under-construction creative office building at the northwest corner of the intersection of Jesse Street and Mesquit Street (640 S. Santa Fe Avenue), in addition to the LADWP Property. Other land uses to the west include existing creative office space; restaurants; and commercial uses; the newly constructed AMP Lofts live/work and commercial development, the recently completed adaptive reuse of the Ford Motor Factory located a block from the Project Site to house Warner Music Group's new corporate campus, which includes office space, recording studios, and performance spaces; and various low-rise industrial and warehouse uses similar to those on the Project Site. A three-story multi-family residential building (Artist Lofts DTLA at 688 S. Santa Fe Avenue) occupies the northeast corner of S. Santa Fe Avenue and 7<sup>th</sup> Street and directly abuts the Project Site.

Several creative office, creative space, and mixed-use projects are currently proposed or developed farther to the west, beyond S. Santa Fe Avenue. These include the proposed 6 AM project at 6<sup>th</sup> and Alameda Streets, which would include more than 2.8 million square feet of development in two 58-story towers including apartments, condominiums, a hotel, offices, retail and restaurant uses, a school, and art space; a proposed mixed-use development located 7<sup>th</sup> and Alameda Streets; and the completed redevelopment of the Los Angeles 30-acre Terminal Market property as the mixed-use ROW DTLA project.

### **c) Existing Transit and Transportation System**

As shown in Figure II-1, the Project Site is currently served by a network of regional transportation facilities that provide access to the greater metropolitan area. Regional access is provided by the Santa Monica Freeway (I-10), approximately 0.40 miles to the south; the Hollywood Freeway (US-101) and Golden State Freeway (I-5), approximately 0.40 miles to the east; and the Pomona Freeway (SR-60), approximately 0.50 miles to the southeast.<sup>8</sup> Local access to the Project Site vicinity is provided by 6<sup>th</sup> and 7<sup>th</sup> Streets, with direct access provided by Jesse Street and Mesquit Street.

As shown in Figure 3 of the Transportation Assessment, included as Appendix M-1 of this Draft EIR, Metro provides bus and rail service in the Project area.<sup>9</sup> The closest Metro bus

<sup>7</sup> Historic Places LA, Seventh Street Bridge, No. 53C1321. Accessed February 2018.

<sup>8</sup> Distances are measured based on the closest edge of the Project Site to the noted locations.

<sup>9</sup> Fehr & Peers, 670 Mesquit Transportation Assessment, April 2021, Figure 3. Provided in Appendix M-1 of the Draft EIR.

stop is located at the southwest corner of 7<sup>th</sup> Street and S. Santa Fe Avenue, approximately 300 feet west of the southern end of the Project Site, and serves Metro Lines 18, 60, and 62, all of which travel east- and westbound on 7<sup>th</sup> Street. Metro Lines 18 and 720 each have a stop at the intersection of 7<sup>th</sup> Street and Decatur Street, approximately 0.30 miles west of the Project Site. A Greyhound bus station is also located at the southwest corner of 7<sup>th</sup> Street and Decatur Street. The closest Los Angeles Department of Transportation (LADOT) stop for the LADOT Downtown Area Short Hop (DASH) Loop A is located at the intersection of Molino Street and Palmetto Street, approximately 0.28 miles northwest of the Project Site.

The closest Metro light rail stations are the Metro L (Gold) Line Pico/Aliso Station, located approximately 0.7 miles from the Project Site; the Little Tokyo/Arts District Station located approximately 2.0 miles from the Project Site; and Union Station, located approximately 1.5 miles from the Project Site. The Metro L (Gold) Line stations provide service between Downtown Los Angeles and Pasadena, as well as the larger San Gabriel Valley. Union Station and 7<sup>th</sup> Street Metro Center provide connections between Downtown and the Metro A (Blue), L (Gold), E (Expo), D (Purple), and B (Red) Lines and various bus lines, as well as the regional rail system (Metrolink).

#### **d) Future Transit Programs**

For informational purposes, the Project vicinity has been identified for potential future transit improvements. Metro formally initiated environmental review in June 2017 through issuance of a Notice of Preparation indicating a Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) would be prepared for the proposed West Santa Ana Branch Transit Corridor project, a new 20-mile light rail transit line that would connect southeast Los Angeles County to downtown Los Angeles, terminating at Union Station. As of December 2018, in response to public comments received during the scoping period and during subsequent preparation of environmental documentation, Metro identified two alignments to be analyzed as part of the Draft EIS/EIR: one which would go south from Union Station and run through Little Tokyo and a potential new Arts District Station at 7<sup>th</sup> Street and Alameda Street, and a second which would run from the 7<sup>th</sup> Street/Metro Center Station to the east through a new South Park/Fashion District Metro Station and end at the previously proposed Arts District Station at 7<sup>th</sup> Street and Alameda Street.<sup>10</sup> The Draft EIS/EIR is available for public review and comment through September 13, 2021 with the final environmental review concluding in 2021.<sup>11</sup> Construction of the selected alignment and station is anticipated to be

<sup>10</sup> Los Angeles County Metropolitan Transportation Authority (Metro), West Santa Ana Branch Transit Corridor – Project Alternatives, <https://www.metro.net/projects/west-santa-ana/project-alternatives/>. Accessed December 28, 2020.

<sup>11</sup> Metro, West Santa Ana Branch Transit Corridor Overview, <https://www.metro.net/projects/west-santa-ana/overview/>. Accessed August 6, 2021.

completed no later than 2028 and operational in time to coincide with the opening of the Summer Olympics in Los Angeles.<sup>12</sup>

Separate from the West Santa Ana Branch Transit Corridor project, in May of 2018, the City Council Transportation Committee passed a motion to fund Metro's initiation of environmental review for an Arts District subway alignment and station at 6<sup>th</sup> Street adjacent to the Project Site, together with development of a station design, related tracks and platforms, and linkages to adjacent private development, the Ribbon of Light Bridge, and the City's proposed PARC Improvements.<sup>13,14</sup> Subsequently, on June 29, 2019, the Metro Board of Directors approved a motion to conduct public engagement for the potential station and to fund environmental studies.<sup>15</sup> Metro issued a Notice of Preparation (NOP) for the Arts District/6<sup>th</sup> Street Station Environmental Study in March 2021. The environmental review process is underway with a Draft EIR scheduled for completion in the spring of 2022.

### 3. Existing Project Site Conditions

The Project Site is currently developed with existing one- to four-story freezer, cold storage, and dry storage warehouses with associated office space, loading docks, and surface parking. The existing warehouses, which date from approximately 1908 through 2003, range from approximately 22 to 61 feet in height and total approximately 205,393 gross square feet of floor area. The primary business, Rancho Cold Storage, has operated on-site for more than 30 years. Other on-site businesses include Hidden Villa Ranch, Integrated Food Service, and Harvey's Produce. Approximately 66 persons are currently employed on-site. **Table II-1, Existing Land Uses on the Project Site**, summarizes existing uses.

The City's Bureau of Engineering and the Applicant entered into an easement agreement for the City's use of portions of the northern end of the Project Site. As depicted in **Figure II-5, City and Amtrak Easements**, the Applicant granted the City a Viaduct Easement, Maintenance Access Easement, and Street Easement in connection with the Ribbon of Light Bridge. The City and Applicant also agreed to an Option for a Park Easement that would serve as an extension of the City's proposed PARC Improvements. Landscaping would be provided in easement areas at the ground level, would comply with all conditions of the easements, and would be designed to complement the future PARC Improvements. The Applicant also has an easement agreement with Amtrak for maintenance purposes that begins north of the LADWP property and wraps southward around the eastern property line.

<sup>12</sup> Metro, Board Report File # 2017-0780, Twenty-Eight by '28 Project List-Transportation Investment Guide in Tandem with the 2028 Olympic and Paralympic Games, Attachment A – Draft Twenty-Eight by '28 Project List, November 30, 2017.

<sup>13</sup> LA Downtown News, Another Push for Arts District Rail: City, Metro Take Early Steps That Could Lead to a Sixth Street Station, May 28, 2018. Accessed May 2018.

<sup>14</sup> City of Los Angeles, Motion, May 15, 2018. Accessed August 2019.

<sup>15</sup> Metro, Board of Directors – Regular Board Meeting, June 28, 2018. Accessed August 2019.

**TABLE II-1  
EXISTING LAND USES ON THE PROJECT SITE**

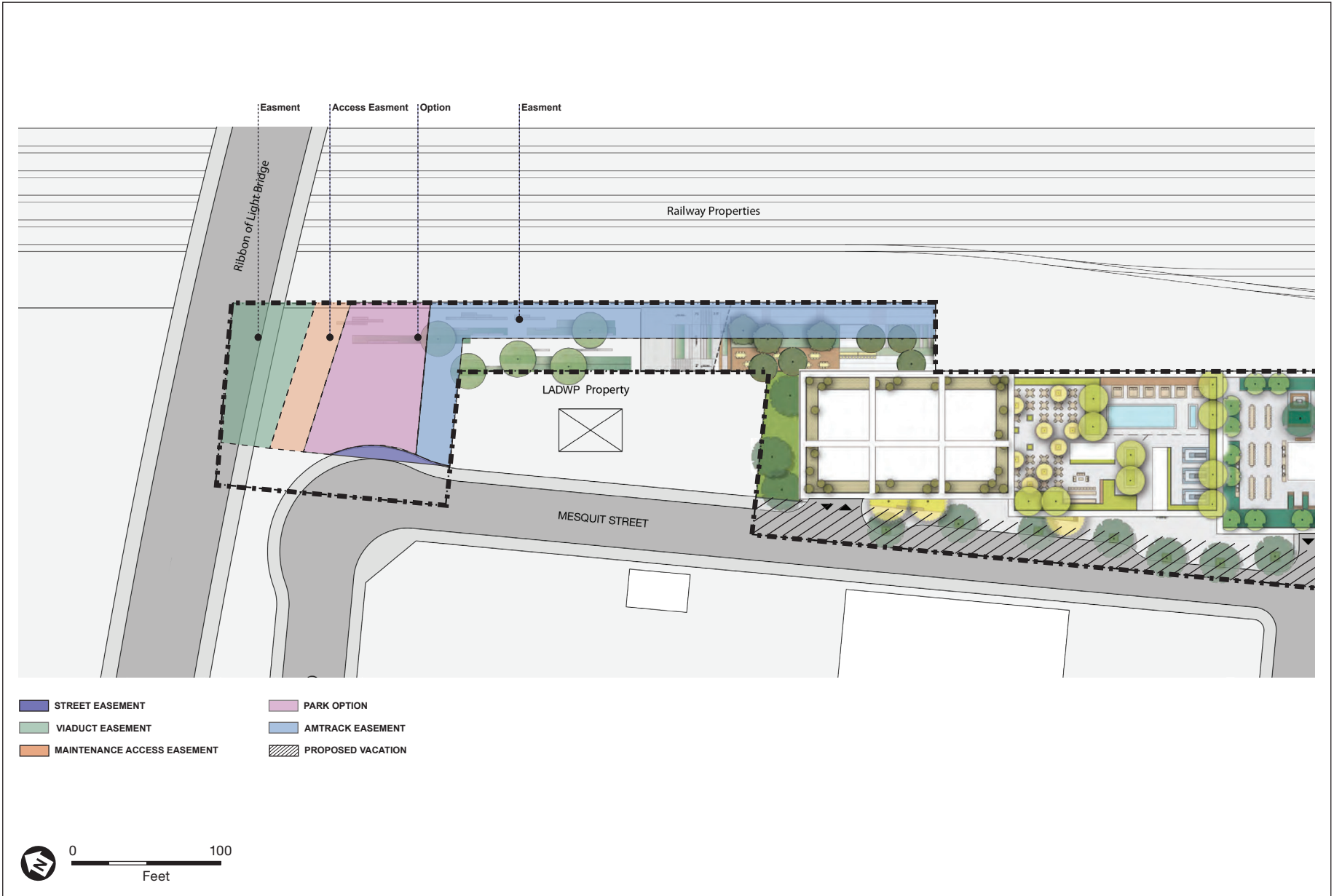
<b>Location</b>	<b>Land Use Type</b>	<b>Gross Floor Area</b>
606 Mesquit Street	Vacant	0 sf
658 Mesquit Street	Freezer/Cooler	23,135 sf
	Office	4,340 sf
	Dry Storage	11,386 sf
670 Mesquit Street	Freezer/Cooler	98,319 sf
	Office	5,252 sf
	Dry Storage	14,655 sf
684 Mesquit Street	Freezer/Cooler	1,930 sf
	Dry Storage	820 sf
690 Mesquit Street	Freezer	21,250 sf
	Office	270 sf
689 Mesquit Street	Freezer/Cooler	17,220 sf
	Office	1,295 sf
	Dry Storage	5,521 sf
<i>Subtotals</i>	Freezer/Cooler	161,854 sf
	Office	11,157 sf
	Dry Storage	32,382 sf
<b>TOTAL</b>		<b>205,393 sf</b>

SOURCE: RCS VE LLC, 2018.

## 4. Land Use and Zoning

### a) Community Plan Land Use Designation

The Project Site is located within the Central City North Community Plan (Community Plan) Area, which includes some of the oldest parts of Downtown Los Angeles, Chinatown, Little Tokyo, and part of El Pueblo. The Community Plan Area is divided into seven subareas, of which the Artists-in-Residence District is one. The General Plan land use designation for the Project Site is Heavy Manufacturing/Industrial. Footnote 6 on the Community Plan Land Use Map provides that Industrial properties designated on zoning maps as Height District Nos. 1 (which includes the Project Site), 1L, 1VL, or 1XL (or their equivalent), development exceeding a floor area ratio of 1:5:1 up to 3:1 may be permitted through a zone change/height district change procedure, with environmental clearance.



SOURCE: Bjarke Ingels Group with Gruen Associates, 2019

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**Figure II-5**  
City and Amtrak Easements

The updates to the Central City and Central City North Community Plans are currently being consolidated as part of the City's *DTLA 2040 Plan*, which will establish future land use designations, in conjunction with the City's comprehensive update to the Zoning Code.<sup>16</sup> The City has provided a draft of the Community Plan text and interactive land use designation maps.<sup>17,18</sup> The DTLA 2040 Plan's preliminary land use designation for the area including the Project Site would be Hybrid Industrial, which would allow for a mix of light industrial, office, research and development activity, and limited residential uses and other compatible uses (e.g., general commercial, heavy commercial, and light industrial uses).<sup>19</sup> As the DTLA 2040 Plan is currently in draft form, the information provided is preliminary and is subject to change.

## **b) Zoning Designation**

The zoning designation for the Project Site is M3-1-RIO. The "M3" (Heavy Industrial) Zone permits a wide range of industrial and manufacturing uses such as warehouse, cold storage, and food processing facilities, and also permits commercial and office uses. The "1" indicates Height District 1, which establishes a maximum FAR of 1.5 to 1. The "RIO" designation indicates that the Project Site is located within the River Improvement Overlay District, a special use district established by Ordinance Nos. 183,144 and 183,145 to support implementation of the Los Angeles River Revitalization Plan.<sup>20</sup> The ordinances establish landscaping, design criteria, and administrative review procedures for projects within the RIO overlay district.

## **c) Transit Priority Area**

The City of Los Angeles Department of City Planning, Zoning Information (ZI) File No. 2452 was developed in response to Senate Bill (SB) 743 to identify Transit Priority Areas (TPAs) in the City and to provide guidelines regarding exemptions to the analysis of aesthetic impacts and parking evaluations within TPAs pursuant to CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if: (1) the project is a residential, mixed-use residential, or employment center project; and (2) the project is located on an infill site within a TPA. Note that the definition of aesthetic impacts in Section 21099 does not include or exempt analysis of impacts to historic or cultural resources. PRC Section 21099 defines the criteria for an employment center, infill site, and TPAs. Specifically, "infill site" is defined as a location within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins an improved public right-of-way. "TPAs" are defined as areas within

<sup>16</sup> City of Los Angeles Department of City Planning, Downtown Los Angeles Community Plan Update. Accessed February 18, 2020.

<sup>17</sup> City of Los Angeles Department of City Planning, Downtown Community Plan, June 2019 Draft. Accessed February 18, 2020.

<sup>18</sup> City of Los Angeles Department of City Planning, Draft General Plan Land Use Designation Map – Downtown Community Plan. Accessed February 18, 2020.

<sup>19</sup> City of Los Angeles Department of City Planning, Hybrid Industrial Draft Uses. Accessed February 2020.

<sup>20</sup> Zoning Information (ZI) No. 2358, River Improvement Overlay District, Ordinance Nos. 183,144 and 183,145, revised January 12, 2015.

one-half mile of a major transit stop that is existing or planned. A “major transit stop” is defined as a site containing an existing rail transit station 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. Under ZI File No. 2452, a project shall be considered to be within a TPA if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the major transit stop.

The Project is a mixed-use development located on an infill site as it includes commercial and residential uses proposed within an urban area that had been previously developed. As described in the technical memorandum on the Applicability of a TPA to the 670 Mesquit Project, provided in Appendix B of this Draft EIR, the Initial Study, provided in Appendix A-2 of this Draft EIR, indicated that based on information available at that time, the Project Site was not identified as being in a TPA. Therefore, the Initial Study noted that Aesthetics would be analyzed as part of the Draft EIR. However, as described below and within Appendix B of this Draft EIR, the Project Site is located within one-half mile of the intersection of 7<sup>th</sup> Street and S. Santa Fe Avenue, which qualifies as a major transit stop, as it is served by two eligible bus lines (Metro local bus routes 18 and 60) with headways of 15 minutes or less during morning and afternoon peak periods. Accordingly, the Project Site is located within a TPA. Therefore, pursuant to ZI File No. 2452, visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the L.A. CEQA Thresholds Guide, along with parking, shall not be considered an impact pursuant to CEQA.

The Project Site is also located within a Southern California Association of Governments (SCAG)-designated High Quality Transit Area (HQTA) as it is located within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15-minutes or less during peak commute hours. SCAG encourages local jurisdictions to focus housing and employment growth within HQTAs.

## **5. Project Objectives**

Section 15124(b) of the CEQA Guidelines states that a project description shall contain “a statement of the objectives sought by the proposed project.” In addition, Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.”

The underlying purpose of the Project is to create a vibrant, mixed-use development that enlivens the eastern edge of the Arts District by facilitating resident, hotel guest, employee, and visitor activity, serving as a gateway between the Arts District and the Los Angeles River/Boyle Heights, and improving public connectivity in a way that complements the Ribbon of Light Bridge, the City’s proposed PARC Improvements, and the 7<sup>th</sup> Street Bridge.

The Project's specific objectives are as follows:

1. Develop a mixed-use infill Project that can accommodate creative office, commercial, and residential uses.
2. Redevelop the site with high-jobs-producing land uses that increase economic activity on the Project Site and in the Project area.
3. Provide much-needed market-rate and affordable multi-family housing.
4. Provide needed hotel rooms in an underserved part of Downtown Los Angeles.
5. Provide a wide range of entertainment, restaurant, and recreational amenities for Downtown residents and visitors from throughout the City.
6. Provide innovative architectural design in a unique, prominent location along the Los Angeles River, between the Ribbon of Light Bridge and the City's proposed PARC Improvements, and the historic 7<sup>th</sup> Street Bridge.
7. Provide a variety of publicly accessible at-grade and generous above-grade open spaces for Project occupants that take advantage of the Project's stepped building design, Los Angeles River frontage, nearby public improvements and opportunities for river access and panoramic views.
8. Create pedestrian and bicycle connections that link the 7<sup>th</sup> Street Bridge with landscaped open space within the Project Site and the City's proposed PARC Improvements, Ribbon of Light Bridge, and potential future Metro Arts District/6<sup>th</sup> Street Station, to reduce travel time, connect the Arts District neighborhoods and Boyle Heights communities, and increase physical and visual access to the Los Angeles River.
9. Create a sign district encompassing the Project Site that: complements the Ribbon of Light Bridge and proposed PARC Improvements, highlights the presence of and connectivity to the Los Angeles River, helps to establish the Ribbon of Light Bridge and 7<sup>th</sup> Street Bridge as a gateway from the eastern side of the Los Angeles to the Arts District, ensures the economic vitality of the Project tenants, thereby contributing to the City's economic base, and builds off of the artistic character of the neighborhood.
10. Maximize the opportunity to construct a multi-use deck over the Railway Properties, along the Los Angeles River, that would connect the 7<sup>th</sup> Street Bridge with the City's Ribbon of Light Bridge and proposed PARC Improvements that would open space for the Arts District and Boyle Heights, complementing future public programming and enhancing public views of the Los Angeles River.



## 6. Description of the Project

### a) Project Overview

The Project proposes to remove the existing on-site storage facilities totaling approximately 205,393 square feet, consolidate the multiple existing ground lots comprising the Project Site, and resubdivide the Project Site into ground and airspace lots, and redevelop the site with a mix of uses totaling approximately 1,792,103 square feet of floor area, at a FAR of 7.5:1.<sup>21</sup>

The Project would include creative office space; approximately 308 multi-family residential units, approximately 236 hotel rooms; retail uses including a grocery store and the Arts District Central Market (food hall); restaurants; studio, event, gallery, and potential museum space; and a gym. The Project would comply with the affordable housing requirements of Measure JJJ.

The proposed development program is summarized in **Table II-2, Proposed Development Program**, and is discussed in more detail below. A conceptual site plan showing proposed buildings, open space, and vehicular and pedestrian circulation on the Project Site is presented in **Figure II-6, Conceptual Site Plan**. Elevations of the proposed buildings are depicted in **Figures II-7 through II-10, Elevations**.

**TABLE II-2  
PROPOSED DEVELOPMENT PROGRAM**

Use	Size/Area (all areas approximate)	
Existing Site Area (Gross) <sup>a</sup>	201,151	sf
	4.62	ac
Proposed Site Area (Net) <sup>a</sup>	237,714	sf
	5.45	ac
Maximum Building Height	378	Feet
<b>Residential Dwelling Units</b>		
Studio	73	du
One Bedroom	169	du
Two Bedroom	49	du
Three Bedroom	17	du
<b>Total Residential Dwelling Units</b>	<b>308</b>	<b>du</b>
<b>Total Residential Floor Area</b>	<b>307,907</b>	<b>sf</b>

<sup>21</sup> The FAR may be as low as 4.8:1 if the buildable lot area of the Project Site includes the full Deck Concept and Mesquit Street vacation, or as high as 8.9:1 if the lot area includes only the parcels currently under Applicant ownership and does not include additional air rights over the Railway Properties or proposed Mesquit Street vacation.

**TABLE II-2  
PROPOSED DEVELOPMENT PROGRAM**

Use	Size/Area (all areas approximate)	
<b>Commercial<sup>f</sup></b>		
Office	944,055	sf
Retail (including grocery store and enclosed Arts District Central Market)	136,152	sf
Restaurant	89,577	sf
Hotel	158,647	sf
Studio/Event/Gallery/Potential Museum	93,617	sf
Gym	62,148	sf
<b>Total Commercial/Hotel Floor Area<sup>f</sup></b>	<b>1,484,196</b>	<b>sf</b>
<b>Total Floor Area</b>	<b>1,792,103</b>	<b>sf</b>
<b>FAR</b>	<b>7.5:1<sup>b</sup></b>	
Vehicle Parking Proposed On-Site	2,000 to 3,500 spaces <sup>c</sup>	
<b>Bicycle Parking</b>		
Short-Term Spaces	288 <sup>c</sup>	
Long-Term Spaces	519 <sup>c</sup>	
<b>Open Space</b>		
Required Open Space	31,225	sf <sup>d</sup>
<b>Provided Open Space</b>	<b>141,876</b>	<b>sf<sup>e</sup></b>

<sup>a</sup> With the proposed lot merger and vacation of portions of Mesquit Street, the proposed Project Site area would be approximately 5.45 acres or 237,714 net square feet, an increase over the existing Project Site's gross area of 4.62 acres or 201,151 square feet.

<sup>b</sup> The FAR may be as low as 4.9:1 if the buildable lot area of the Project Site includes the Deck Concept and Mesquit Street vacation, or as high as 8.9:1 if the lot area includes only the parcels currently under Applicant ownership and does not include the proposed Mesquit Street vacation.

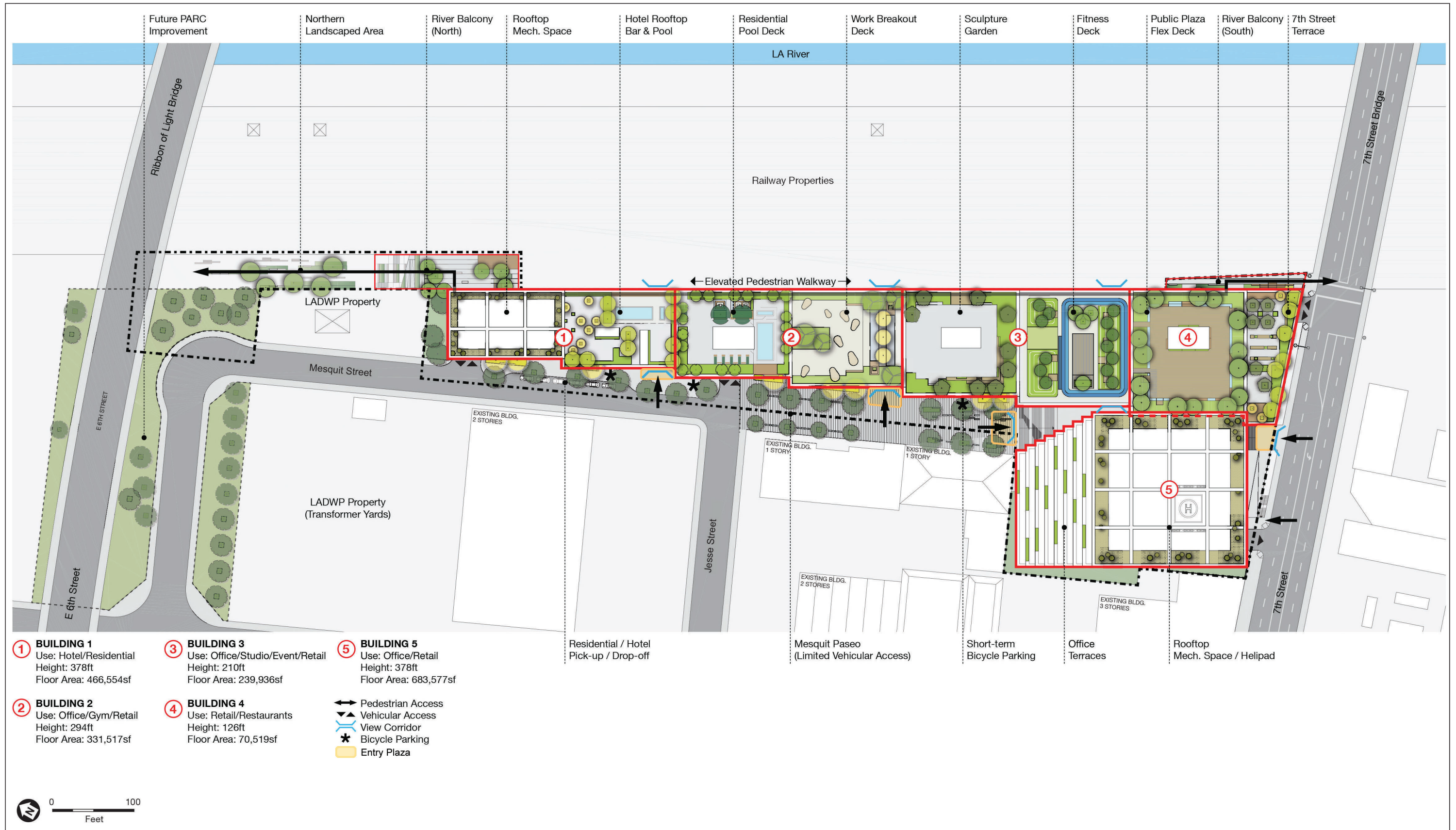
<sup>c</sup> Bicycle parking spaces shown are minimum number of spaces to be provided by the Project. The Project's Specific Plan will include final bicycle spaces total.

<sup>d</sup> Pursuant to Section 12.21.G 2 of the LAMC, new construction containing six or more dwelling units on a lot shall provide at a minimum the following usable open space per dwelling unit: 100 square feet for each unit having less than three habitable rooms and 125 square feet for each unit having three habitable rooms. There would be 291 dwelling units with less than three habitable rooms [291 \* 100 square feet = 29,100 square feet] and 17 dwelling units with three habitable rooms [17 \* 125 square feet = 2,125 square feet].

<sup>e</sup> Reflects all open space areas, including publicly accessible (Northern Landscaped Area, Mesquit Paseo, North and South River Balconies, and Public Plaza Flex Deck) and common open space for residents (7<sup>th</sup> Street Terrace, Fitness Deck, Sculpture Garden, Work Breakout Deck, Residential Pool Deck, and Hotel Rooftop Bar and Pool area).

<sup>f</sup> While requirements for hotel uses may be included under "residential" use categories in the LAMC, for purposes of illustrating the Project's floor area as part of the proposed development program, the hotel square footage has been grouped within the "commercial" floor area.

SOURCE: ESA, 2020.

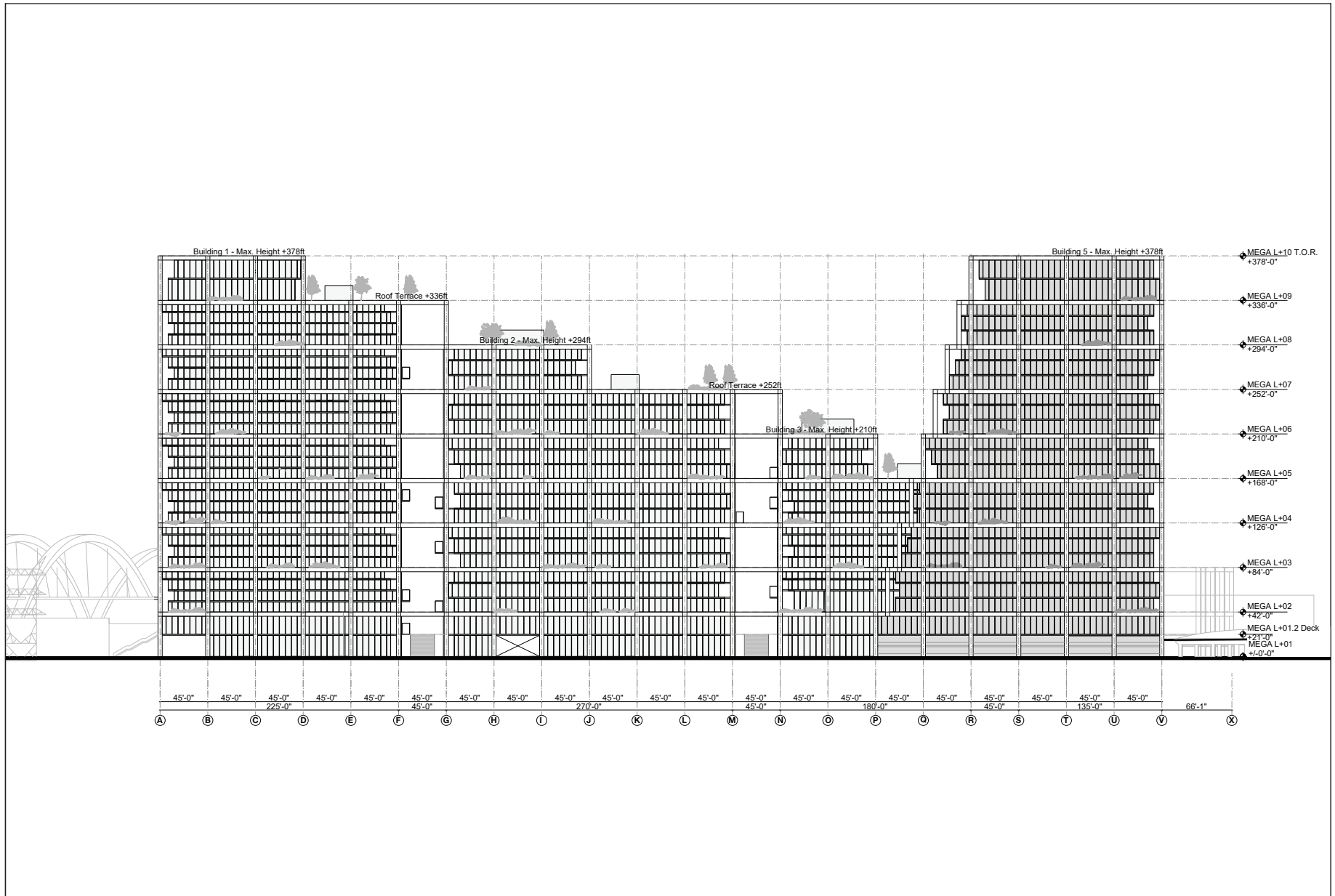


SOURCE: Bjarke Ingels Group with Gruen Associates, 2021

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**Figure II-6**  
Conceptual Site Plan

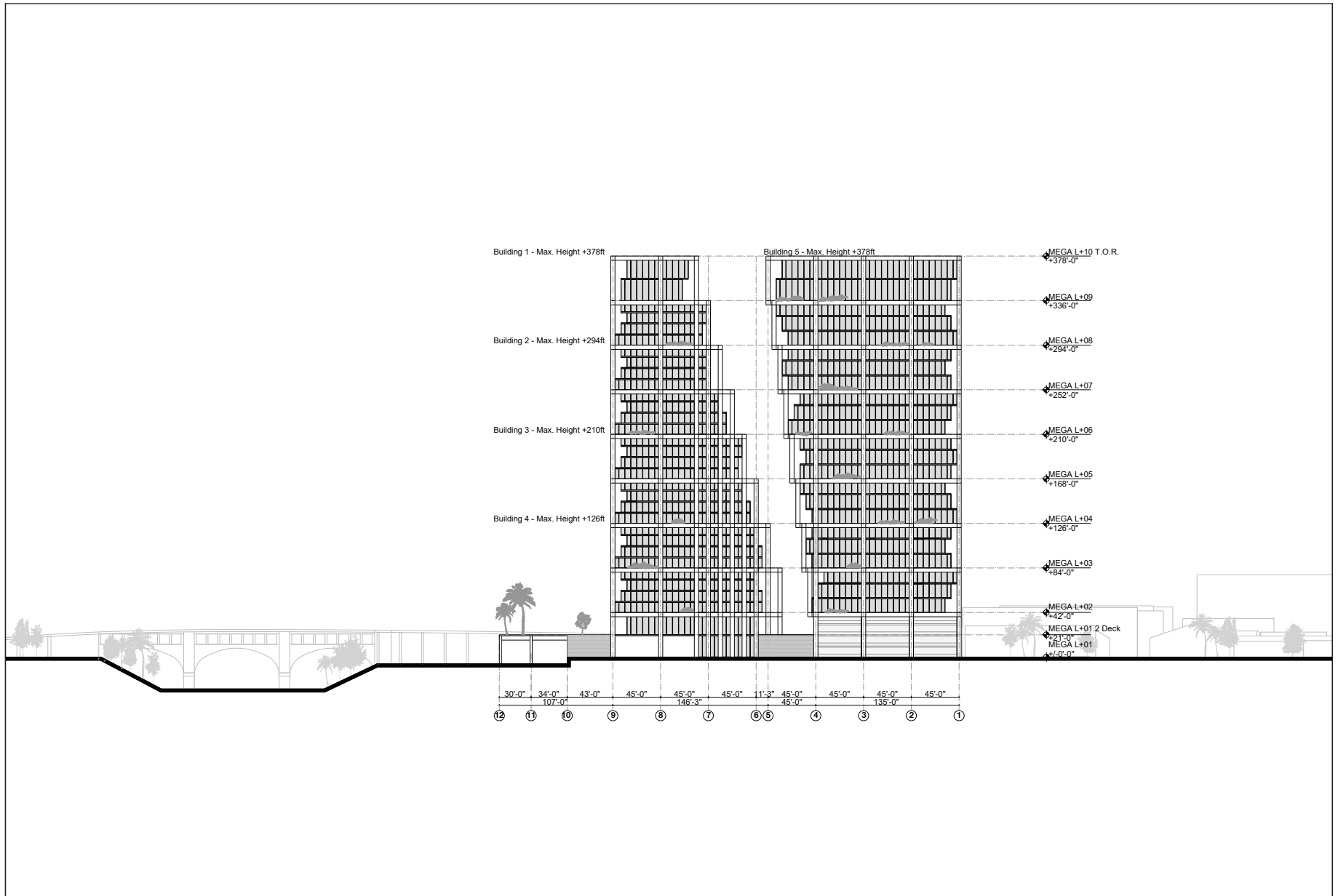
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SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

670 Mesquit

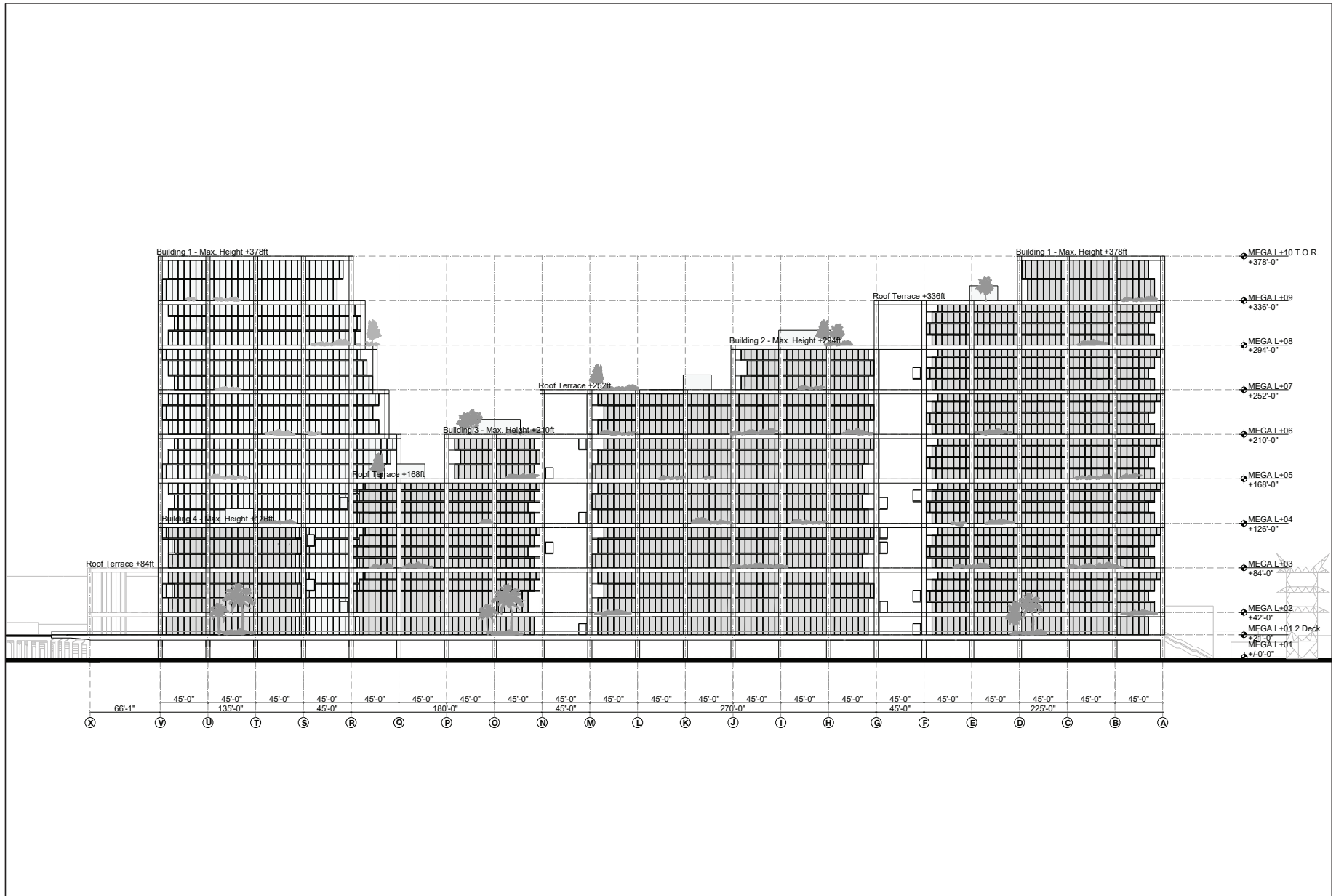
**Figure II-7**  
West Elevation



SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

670 Mesquit

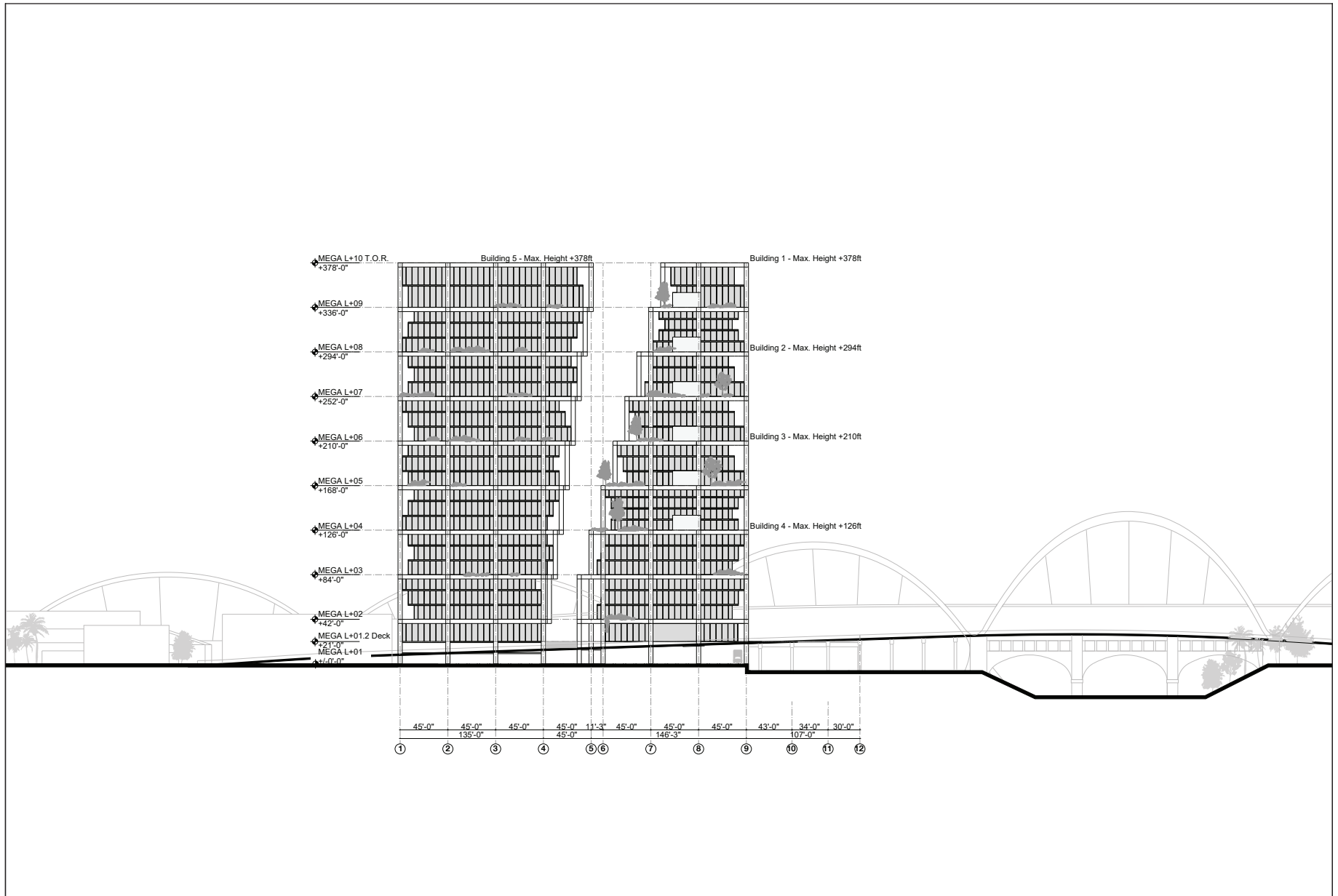
**Figure II-8**  
North Elevation



SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-9**  
East Elevation



SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-10**  
South Elevation



The proposed uses would be accommodated in five new interconnected buildings above subterranean and podium parking. Buildings 1 through 4, which would contain residential, hotel, and commercial uses (including office), would be oriented in a linear fashion along the east side of Mesquit Street, extending from the LADWP Property on the north to the 7<sup>th</sup> Street Bridge on the south. Buildings 1 through 4 would gradually step down in height approaching 7<sup>th</sup> Street, ranging in height from 378 feet (32 floors maximum) in the north to 84 feet in the south (height of the Building 4 roof terrace), and would incorporate east-west view corridors between the buildings to visually connect Boyle Heights, the Los Angeles River, the Arts District, and greater Downtown. Building 5, which would contain primarily office space, would be developed on the west side of Mesquit Street abutting the 7<sup>th</sup> Street Bridge and would be 378 feet in height (26 floors maximum) when measured from Mesquit Street.

The Project would provide open space totaling approximately 141,876 square feet. Proposed open space elements include at-grade landscaped areas, pedestrian passageways and walkways, view balconies, and above-grade landscaped terraces and pool amenity decks. The Project would also include water features and reflecting pools.

### (1) Project with the Deck Concept

The Project with the Deck Concept would not alter the development program and floor area within the five buildings described above and presented in Table II-2, *Proposed Development Program*. As further described under the subheadings below, under the Project with the Deck Concept, a 132,000 square foot Deck would be constructed over the Railway Properties. The Deck would be supported by vertical columns that would be located between the existing railroad tracks. The Deck would use pre-fabricated steel or pre-cast concrete members to speed construction and minimize effects on railroad operations. The Deck would provide publicly available access directly to the Los Angeles River. **Figure II-11, *Railway Properties Ownership***, shows Amtrak, Metro, and BNSF ownership within the Railway Properties. **Figure II-12, *Project with the Deck Concept***, shows the Deck configuration. **Figure II-13, *Conceptual Site Plan – Project with the Deck Concept***, includes a Conceptual Site Plan under the Project with the Deck Concept. Construction of the Project with the Deck Concept would only be accomplished if agreements can be obtained with the owners of the Railway Properties and potentially other entities.

Under the Project with the Deck Concept, as shown in **Figure II-14, *Rendering – Aerial View of Project with the Deck Concept Looking West***, and as shown in **Figure II-15, *Rendering – View of Project with the Deck Concept from 7<sup>th</sup> Street Bridge***, the Deck would be located on the 7<sup>th</sup> Street level and would face the Los Angeles River. As shown in **Figure II-16, *Rendering – Deck Amenities***, the Deck would extend the open space area along the eastern edge of the Project Site and would include such amenities as a sculpture park, benches/seating areas, landscaping, and other visitor-serving features. The Deck would be accessible to the public during business hours, with opportunities for programmed public uses such as Farmers Markets, Art Fairs and Movie Nights. The

Deck would overlook the Los Angeles River with views of the 7<sup>th</sup> Street Bridge, Ribbon of Light Bridge, and Downtown and Boyle Heights to the east. The Deck would serve as a connection between the 7<sup>th</sup> Street Bridge and the Ribbon of Light Bridge while also providing connections to the Project's Northern Landscaped Area and the City's proposed PARC Improvements, and possibly to the potential future Arts District/6<sup>th</sup> Street Metro Station. Pedestrian access from the south would be provided directly from the 7<sup>th</sup> Street Bridge via the South River Balcony to the Deck, as well as via the Entry Plaza (see Figure II-6) between Buildings 4 and 5 that would connect to the Mesquit Paseo that would be developed as part of the Project's requested vacation of Mesquit Street, as shown in Figure II-6, and as further described below in Subsection 6.c, *Open Space and Recreational Amenities*. Alternately, pedestrian access from the north would be provided from the Northern Landscaped Area, which would connect to the North River Balcony and the Deck. As shown in Figure II-6, and as further described in Subsection 6.c, *Open Space and Recreational Amenities*, pedestrians would be able to similarly move from the Mesquit Street level to the 7<sup>th</sup> Street Level and Deck through the Entry Plazas.

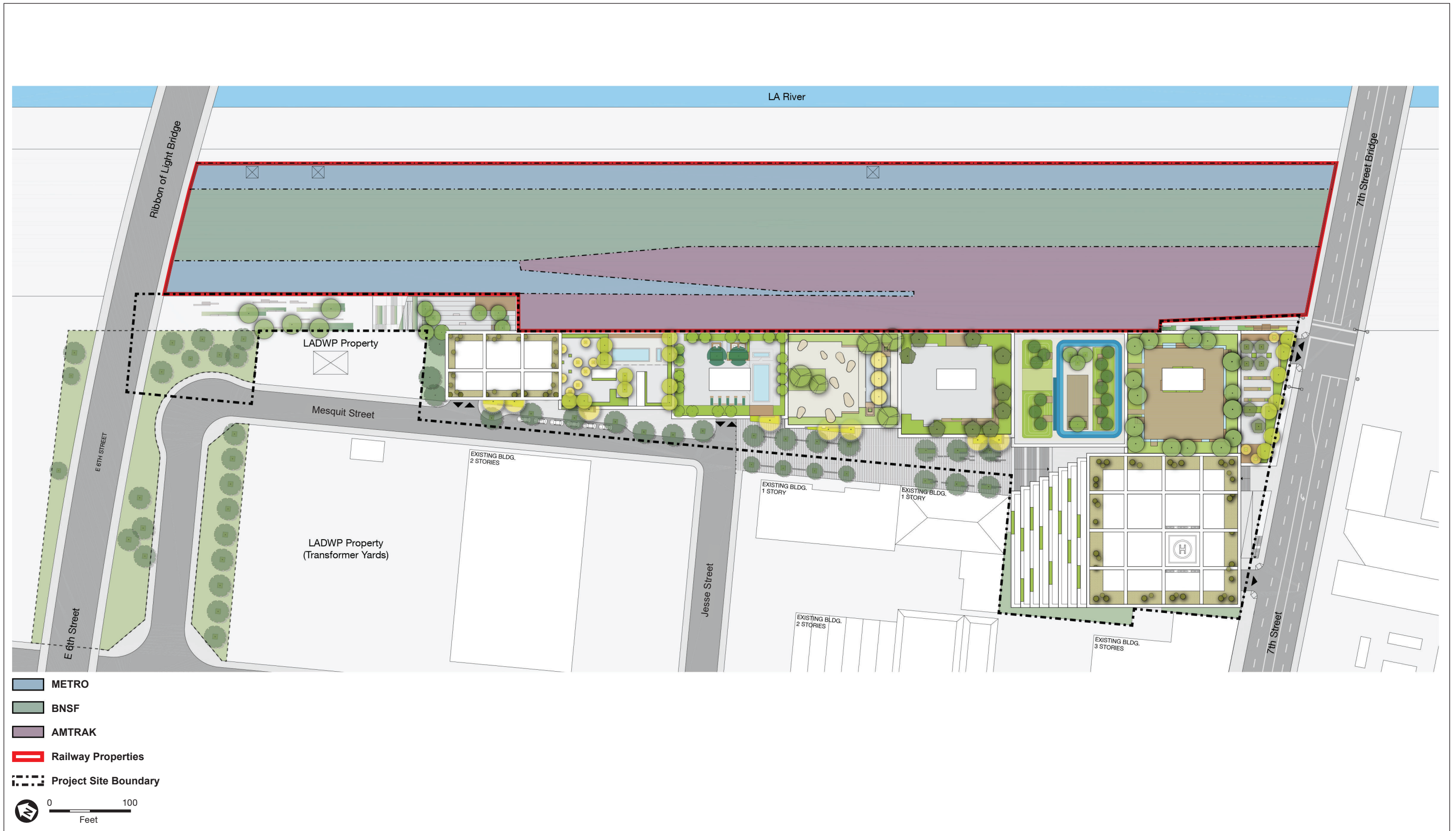
## **b) Proposed Buildings and Associated Uses**

Building 1 would comprise approximately 466,554 square feet of floor area and be up to 378 feet in height. Uses in Building 1 would include 308 multi-family residential units, retail spaces, and a 236-room hotel.

Building 2, adjacent to and south of Building 1, would comprise approximately 331,517 square feet of floor area and be up to 294 feet in height. Uses in Building 2 would include retail space, restaurants, a gym, and offices.

Building 3, adjacent to and south of Building 2, would comprise approximately 239,936 square feet of floor area and be up to 210 feet in height. Uses in Building 3 would include retail space, restaurants, studio space, event space, gallery and potential museum space, offices, a grocery store, and the Arts District Central market.

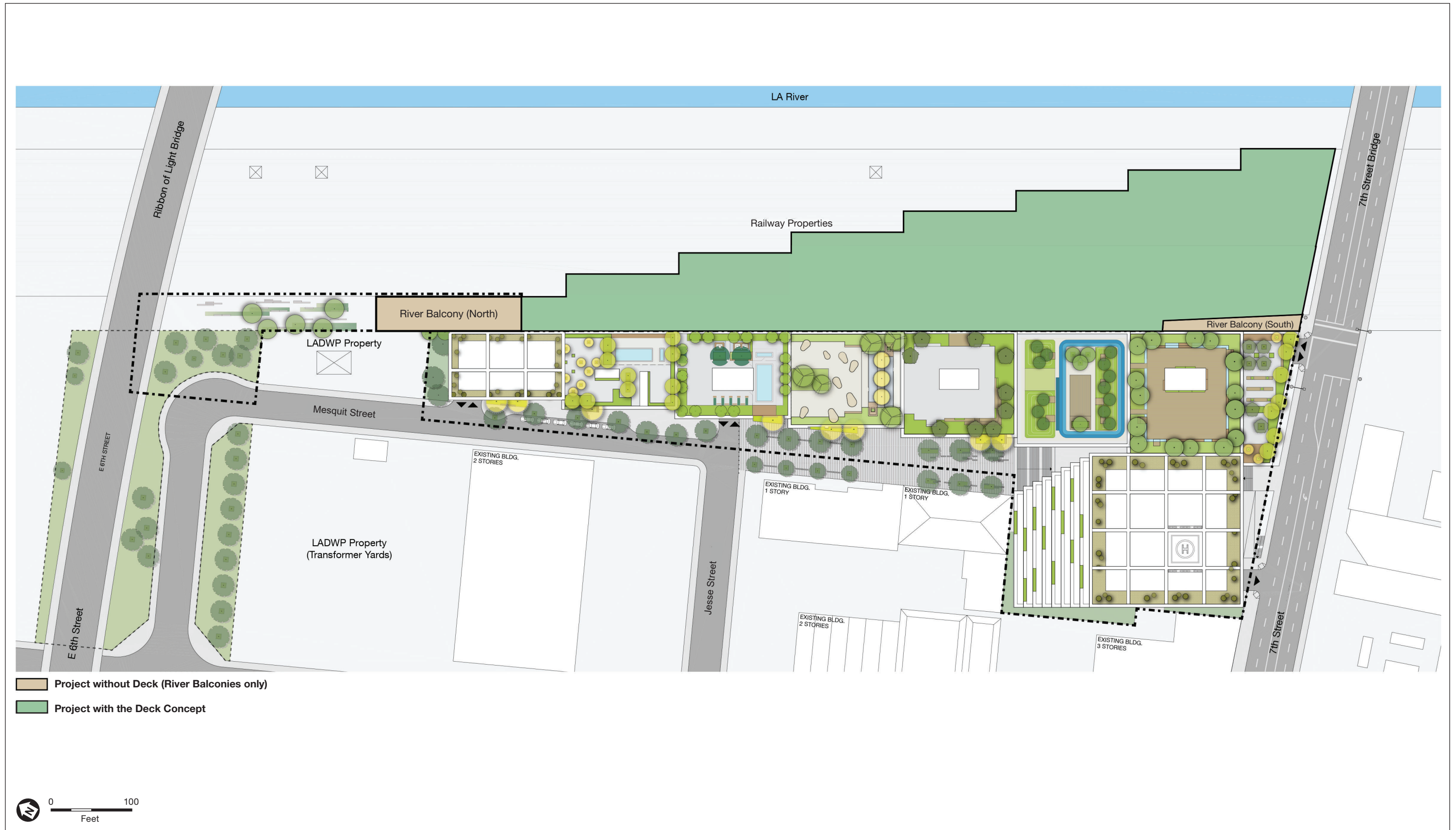
Building 4 would be located at the southern edge of the Project Site on the east side of Mesquit Street, abutting the 7<sup>th</sup> Street Bridge. Building 4 would comprise approximately 70,519 square feet of floor area and be up to 126 feet in height, with a vehicular and pedestrian connection to the 7<sup>th</sup> Street Bridge. Proposed uses would include retail space and restaurants.



SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-11**  
Railway Properties Ownership

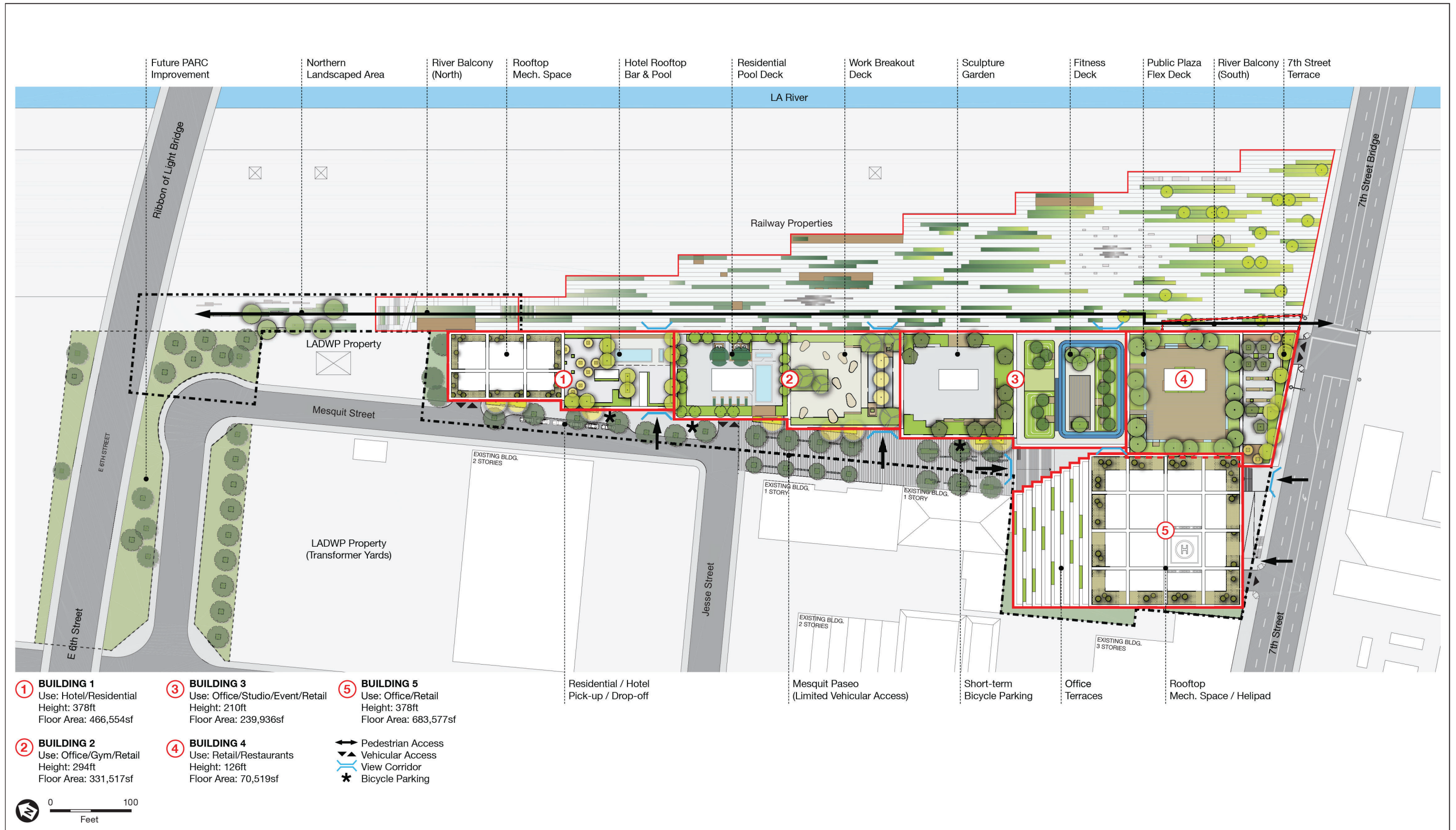


SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-12**  
Project with the Deck Concept





SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

670 Mesquit

**Figure II-13**  
Conceptual Site Plan – Project with the Deck Concept

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Elevated view looking west from 7th Street Bridge.

SOURCE: Bjarke Ingels Group with Gruen Associates, 2021

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**Figure II-14**  
Rendering – Aerial View of Project with the Deck Concept Looking West





View looking west from 7th Street Bridge.

SOURCE: Bjarke Ingels Group with Gruen Associates, 2021

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**Figure II-15**  
Rendering – View of Project with the Deck Concept from 7th Street Bridge





View looking south towards 7th Street Bridge.

SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-16**  
Rendering - Deck Amenities

Building 5 would be located at the southern edge of the Project Site on the west side of Mesquit Street, abutting the 7<sup>th</sup> Street Bridge. Building 5 would comprise approximately 683,577 square feet of floor area and be up to 378 feet in height. It would primarily be used for offices, but would include space for retail uses. Building 5 would include a one-way outbound vehicular connection via a ramp from the parking structure to the 7<sup>th</sup> Street Bridge. A proposed heliport would be located on the roof of Building 5. The heliport is assumed to support approximately two trips per day and 480 trips per year. The heliport would be designed in accordance with the Federal Aviation Administration (FAA) design specifications as described in FAA Advisory Circular AC 150/5390-2C<sup>22</sup> and design standards as laid out in CCR Title 21 Section 3551 Heliport Design Standards.<sup>23</sup>

### (1) Building Design

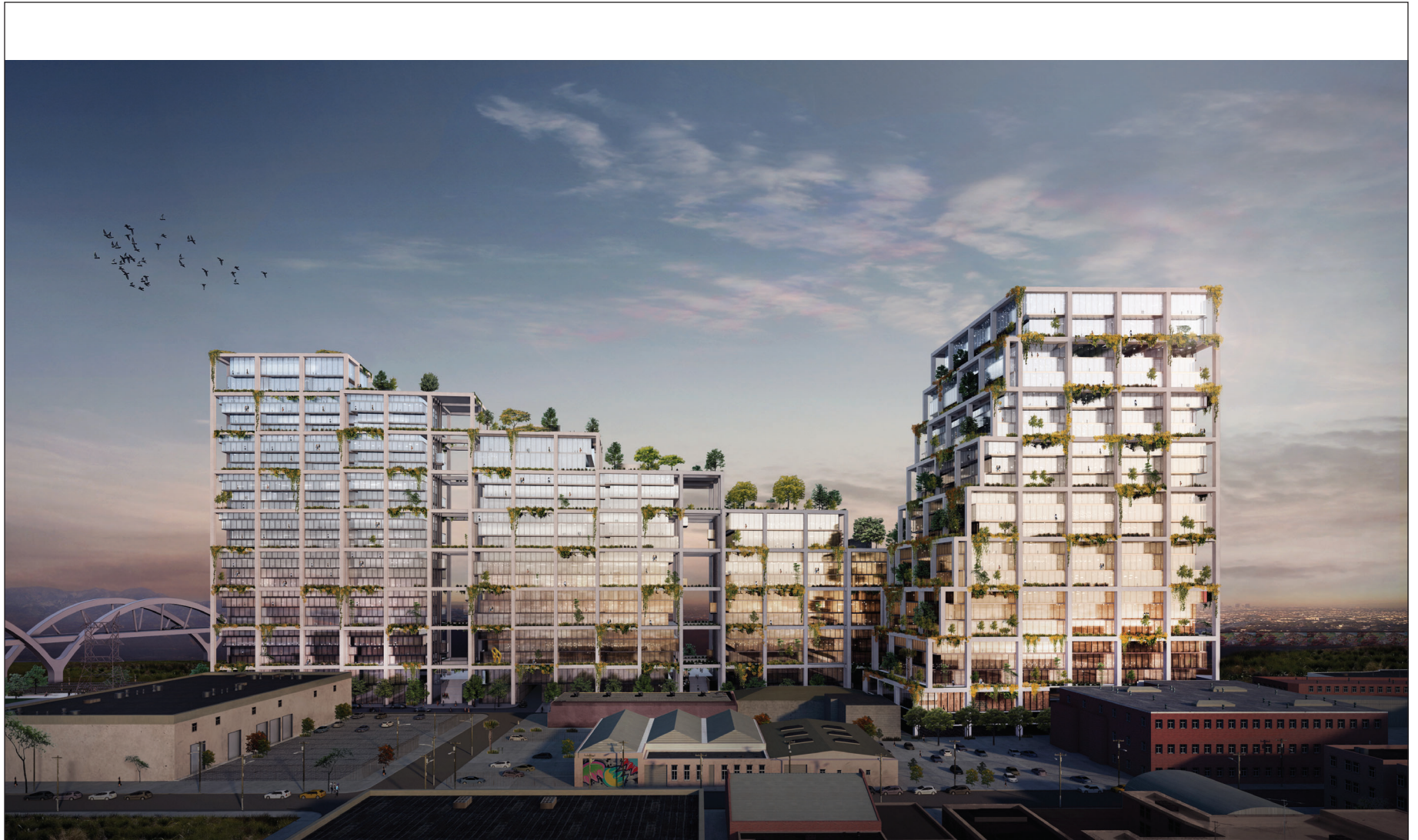
As shown in **Figure II-17, Rendering – View Looking East**, the five proposed buildings would be constructed in a contemporary architectural style with transparent façades and an articulated, three-dimensional, stepped design that decreases in scale to merge with the surrounding neighborhood. The transparent, stepped building profile, along with upper-story landscaped terraces and rooftops, and at-grade open space elements engage and open the Project Site up in all directions, including 6<sup>th</sup> Street (and the Ribbon of Light Bridge and proposed PARC Improvements) to the north, 7<sup>th</sup> Street to the south, the Arts District to the west, and the Los Angeles River and Boyle Heights to the east. The overall design approach would complement the industrial character of the Arts District with building materials such as concrete, steel, and glass, reflecting materials prevalent in the neighborhood.

The buildings are designed to provide occupants with expansive views of the surrounding neighborhood, Downtown Los Angeles, the Ribbon of Light Bridge, proposed PARC Improvements, and Boyle Heights. As depicted in **Figure II-18, Rendering - View Looking East from Mesquit Street**, the proposed Entry Plaza would be approximately 45-foot-wide and would provide east/west view corridors between each of Buildings 1 through 4. As shown in **Figure II-19, Rendering – View Corridor between Buildings 4 and 5**, Buildings 4 and 5, flanking Mesquit Street, would also maintain visual separation and display stepped and inverted profiles to frame north/south views along Mesquit Street and through the Project from the north and south. **Figure II-20, Rendering – Project Interior Looking South**, and **Figure II-21, Rendering – Elevated View Looking North**, show illustrative views from within the Project Site looking toward the 7<sup>th</sup> Street Bridge through an Entry Plaza and from atop Building 4 looking toward the forthcoming Ribbon of Light Bridge, respectively.

<sup>22</sup> Federal Aviation Administration, Advisory Circular 150/5390-2C, Heliport Design, Issued April 24, 2021, [https://www.faa.gov/airports/resources/advisory\\_circulars/index.cfm/go/document.current/documentnumber/150\\_5390-2](https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5390-2). Accessed March 4, 2021.

<sup>23</sup> California Code of Regulations Title 21, Sections 3525 through 3560, Airports and Heliports.





View looking east.

SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-17**  
Rendering - View Looking East





View looking east from Mesquit Street.

SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-18**  
Rendering – View Looking East from Mesquit Street





View looking north from 7th Street.

SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-19**  
Rendering - View Corridor Between Buildings 4 and 5





View from project interior looking south toward 7th Street Bridge.

SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-20**  
Rendering – Project Interior Looking South





Elevated view looking north towards 6th Street viaduct.

SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-21**  
Rendering – Elevated View Looking North

### c) Open Space and Recreational Amenities

As shown in **Table II-3, *Open Space and Recreational Amenities***, the Project would incorporate publicly accessible open space and amenities, available to the general public, as well as common and private open space and recreational amenities for use by Project residents, hotel guests, and Project employees.

**TABLE II-3  
OPEN SPACE AND RECREATIONAL AMENITIES**

Open Space Area	Location	Usage	Size
Northern Landscaped Area	North of the Project Site, abutting 6 <sup>th</sup> Street Bridge	Publicly Accessible	25,641 sf
River Balcony (North)	North of Building 1	Publicly Accessible	4,882 sf
Hotel Rooftop Bar & Pool	Southern half of Building 1	Common (Hotel guests)	10,792 sf
Residential Pool Deck	Northern half of Building 2	Common (Residents)	11,410 sf
Mesquit Paseo	Western side of Building 2 and 3	Publicly Accessible	17,412 sf
Work/Breakout Deck	Southern half of Building 2	Common (Office tenants)	14,277 sf
Sculpture Garden	Northern half of Building 3	Common (Project residents, hotel guests, employees)	14,388 sf
Fitness Deck	Southern half of Building 3	Common (Project residents, hotel guests, employees)	17,161 sf
Public Plaza Flex Deck	Building 4	Publicly Accessible	17,332 sf
7 <sup>th</sup> Street Terrace	Southern half of Building 4	Common (Office tenants)	7,112 sf
River Balcony (South)	Eastern edge of Building 4 along 7 <sup>th</sup> Street Bridge	Publicly Accessible	1,469 sf
<b>Total</b>			<b>141,876 sf</b>

sf = square feet

SOURCE: ESA, 2021.

With regard to publicly accessible open space and amenities, from the northernmost portion of the Project Site, the Project includes a proposed publicly accessible Northern Landscaped Area that would connect the Project Site with the City's proposed PARC Improvements adjacent to and beneath the Ribbon of Light Bridge. The City and Applicant entered into an easement agreement and option for the City's use of portions of the northern end of the Project Site. The Northern Landscaped Area would be publicly accessible open space and would include passive park space with tables and bike racks. No events would be programmed for this area. The Northern Landscaped Area would be accessible from the Ribbon of Light Bridge and as further described below, via an elevated pedestrian walkway across the eastern edge of the Project Site that would connect with the 7<sup>th</sup> Street Bridge.



Four major pedestrian passageways (Entry Plazas) are proposed between Mesquit Street and the eastern edge of the Project Site that would visually connect Boyle Heights, the Los Angeles River, the Arts District, and greater Downtown (See Figures II-18, II-19, and II-20). The Entry Plazas would be publicly accessible and would be located between each of Buildings 1 through 5. Three of the Entry Plazas would provide midblock access through the Project to its eastern edge, including landscaped balconies at the northerly end of Building 1 (North River Balcony) and the southerly end of Building 4 (South River Balcony). These three Entry Plazas would frame the view corridors between Mesquit Street and the Los Angeles River and would be covered at the roof level. The Entry Plaza between Buildings 4 and 5, as shown in Figure II-19, would create a public connection between Mesquit Street and the 7<sup>th</sup> Street Bridge. The Entry Plaza between Buildings 4 and 5 would be cantilevered.

An elevated pedestrian walkway (Elevated Pedestrian Walkway), with widths ranging from six to 11 feet, would run along the entire eastern edge of the Project Site connecting the North and South River Balconies. The River Balconies and Elevated Pedestrian Walkway would provide views of the Los Angeles River, Ribbon of Light Bridge, and proposed PARC Improvements. The North and South River Balconies would be publicly accessible and could be used for group exercise classes and busking (street performances) during the daytime hours as further described below under Subsection 6.5, *Outdoor Programming*.

In addition to the Northern Landscaped Area, Entry Plazas, River Balconies, and Elevated Pedestrian Walkway, the Project's requested vacation of Mesquit Street to the south of Jesse Street would include a publicly accessible paseo (Mesquit Paseo) adjacent to Building 2 and 3, with a connection to the North River Balcony and 7<sup>th</sup> Street Bridge, as further described below under Subsection 6.f, *Outdoor Programming*. The development of the Mesquit Paseo would restrict existing vehicle access on Mesquit Street and is intended to create a pedestrian-oriented paseo.

Figure II-6 shows a composite of the proposed recreational and open space amenities on the Project Site, as well as the proposed buildings. Both common and private open space and amenities are proposed on the rooftops and other terraces of the buildings for use by Project residents, hotel guests, and employees. The rooftop amenities would be connected via upper-story terraced walkways that would interconnect the different buildings such that, for example, the residents of Building 1 would have access to the rooftop terrace of Building 2. As shown in **Figure II-22, Rendering – Aerial View of Project Looking West**, these spaces would provide panoramic views of the Downtown skyline, and views of the Los Angeles River and other nearby and distant features. Amenities would also include outdoor pool decks, indoor gym facilities, and, for residential units, private balconies. Some of the upper-story terraced walkways and terraces would be accessible to the general public as further described below.



Elevated view looking west from 7th Street Bridge.

SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

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**Figure II-22**  
Rendering - Aerial View of Project Looking West

As shown in Figure II-6, the northern half of Building 1's rooftop would include mechanical space and landscaping around the perimeter of the rooftop, and the southern portion of the rooftop would include a rooftop hotel bar and pool deck. A residential pool deck would also be provided at the northern edge of Building 2, with a work breakout deck on the southern half of Building 2 for office tenants of the building. The northern half of Building 3's rooftop would include a sculpture garden as common open space for Project residents, hotel guests, and employees, and could also be used in conjunction with gallery events. The southern half of Building 3 would include a fitness deck for Project residents, hotel guests, and employees, which could include exercise classes. The northern portion of Building 4 would include a Public Plaza Flex Deck, which would be accessible to the public with views of the Los Angeles River and 7<sup>th</sup> Street. The southern end of Building 4 would open up to terraces that face 7<sup>th</sup> Street (7<sup>th</sup> Street Terraces) and would be open to the public. Building 5 would include office terraces for each floor for the office tenants of the building. The roof of Building 5 would include landscaping around the perimeter of the rooftop, a helipad, and areas for mechanical equipment.

The following open space areas would allow events and amplified music during the daytime and would not allow for amplified noise during the nighttime hours (between the hours of 10:00 P.M. and 7:00 A.M.): Northern Landscaped Area, River Balconies, Residential Pool Deck, Mesquit Paseo, Work/Breakout Deck, Sculpture Garden, Fitness Deck, and the Public Plaza Flex Deck. The following outdoor open space areas would allow for amplified noise during nighttime hours up to 2:00 A.M.: Rooftop Hotel Bar/Pool and 7<sup>th</sup> Street Terrace.

The portion of the Project Site east of the LADWP Property between Building 1 and the Northern Landscaped Area could provide access in the future to the potential Arts District/6<sup>th</sup> Street Station, as previously discussed under Subsection 2.d, *Future Transit Programs*. As 7<sup>th</sup> Street is designated as a future Tier 2 Bicycle Lane in Mobility Plan 2035, future bicycle infrastructure could be provided as an amenity to serve the area. The North River Balcony would provide stairway access from the Project Site's Northern Landscaped Area to the City's proposed PARC Improvements to the north. ADA access via ramps would be available leading from the Northern Landscaped Area to the Elevated Pedestrian Walkway. All Entry Plazas that have north/south and east/west access points from Mesquit Street onto the 7<sup>th</sup> Street level would include elevators and stairs.

A total of approximately 141,876 square feet of open space is proposed across the Project Site, which exceeds the LAMC Section 12.21.G requirement of 31,225 square feet for the proposed mix of uses.

### (1) Project with the Deck Concept

Under the Project with the Deck Concept, with the inclusion of the 132,000 square foot Deck, the total amount of open space across the Project Site would increase from 141,876 square feet to 273,876 square feet, which would further exceed the 31,225 square feet required by LAMC Section 12.21.G.

Under shown in Figure II-14 and Figure II-15 above, the Deck would be located on the 7<sup>th</sup> Street level and would face the Los Angeles River. Under the Project with the Deck Concept, the Elevated Pedestrian Walkway along the eastern edge of the Project Site would not be constructed. As shown in Figures II-12 and II-13, the Deck would replace and extend the pedestrian oriented open space area further east in closer proximity to the Los Angeles River corridor. The Deck would also provide additional opportunities for public programming.

Similar to the Project, under the Project with the Deck Concept, the following areas would allow events and amplified music during the daytime and would not allow for amplified noise during the nighttime hours (between the hours of 10:00 P.M. and 7:00 A.M.): Northern Landscaped Area, River Balconies, Residential Pool Deck, Mesquit Paseo, Work/Breakout Deck, Sculpture Garden, Fitness Deck, and the Public Plaza Flex Deck. The following outdoor open space areas would allow for amplified noise during nighttime hours up to 2:00 A.M.: Rooftop Hotel Bar/Pool and 7<sup>th</sup> Street Terrace. It should be noted that while the Deck has anticipated hours of use from 7:00 A.M. to 10:00 P.M., during programmed events, the amplified sound would not occur past 10:00 P.M. although attendees would be allowed to remain on the Deck past 10:00 P.M. As further described in Section IV.I, *Noise*, of this Draft EIR, it is conservatively assumed that amplified sound would continue into the nighttime hours (past 10:00 P.M.) as a worst-case analysis in the event that the sound system has not been turned off by 10:00 P.M. and/or a public address system needs to be used to make announcements (i.e., the conclusion of an event or a request to clear the Deck).

#### **d) Landscaping**

The Project would integrate landscaping throughout the Project Site, including at grade, on the River Balconies, on upper-story terraced walkways and decks, and on building rooftops, as shown in Figure II-7. Of the approximately 141,876 square feet of open space proposed across the Project Site for the Project, up to approximately 40,006 square feet or 28 percent of the proposed open space is proposed to be landscaped. This exceeds the LAMC requirement that 25 percent (7,806 square feet) of the required open space (31,225 square feet) be planted with ground cover, shrubs, or trees.

Collectively, the landscape plan would introduce a variety of green spaces into the Project. The Project would include a diversity of plant materials in outdoor spaces. Specifically, the landscape and plant palette for the Project Site focuses on plant communities historically present within or in proximity to the Los Angeles River at grade and on lower-story decks and terraces, transitioning to plants from more arid plant communities on upper stories.

More broadly, the Project is intended to complement the Los Angeles River Revitalization Master Plan, a major ongoing initiative to establish the Los Angeles River as a “front door” to the City through, among other stated goals, the provision of recreational space and open space, new trails, and improved natural habitat within the river corridor; the provision of

public access; and enhancement of riverfront communities through the provision of open space, housing, retail spaces, educational facilities, and other public institutions.<sup>24</sup> A public draft of the County's LA River Master Plan is currently available and provides a vision for the Los Angeles River to become 51 miles of connected public open space.<sup>25</sup> The Project proposes to collocate these and other uses on the Project Site together with open space and pedestrian views of and access to the River. The Project's Northern Landscaped Area would also provide a connection to the City's proposed PARC Improvements adjacent to and beneath the Ribbon of Light Bridge, immediately north of the Project Site.

Landscape plantings would be sustainable and water-efficient, featuring California native and Mediterranean low-water-use plants. Approximately 180 trees (24-inch boxes) would be planted on the Project Site, including street trees. Landscaping would also be installed in locations visible from the Los Angeles River in accordance with the RIO Ordinance. Different plantings are proposed and would include shrubs and perennials, groundcover, grasses, and cacti and succulents, depending on location and use.

The Project's Northern Landscaped Area would be landscaped in a manner compatible with the City's proposed PARC Improvements. The planting of sycamore and willow trees, together with understory plantings and a swale system, could be designed to receive, detain and release/infiltrate stormwater and contribute to compliance with the City's Low Impact Development (LID) Ordinance requirements.

### (1) Project with the Deck Concept

Similar to the Project, the Project with the Deck Concept would include a landscape plan and plant palette intended to complement the Los Angeles River Revitalization Master Plan. Under the Project with the Deck Concept, across the Project Site, up to approximately 71,208 square feet or 26 percent of the total provided open space would be landscaped, exceeding the LAMC requirement that 25 percent (7,806 square feet) of required open space (31,225 square feet) be planted with ground cover, shrubs, or trees. The Deck would include amenities such as a sculpture park, benches and seating areas, landscaping, and other visitor-serving features.

## e) Lighting, Signage, and Security

### (1) Lighting

New lighting would include signage, commercial accent lighting, wayfinding, balcony lighting, and security markings. Pedestrian areas, including pathways and entryways into the Project, would be well-lit for security reasons. On-site lighting would be designed to provide clear identification of the locations of major tenants, as well as to highlight pedestrian and vehicle entrances and exits, architectural features, and certain landscape elements, and to meet public safety standards. Mesquit Street between 6<sup>th</sup> and 7<sup>th</sup> Streets

<sup>24</sup> City of Los Angeles Bureau of Engineering, Los Angeles River Revitalization Master Plan (Archive), [http://boe.lacity.org/lariverrmp/Background/master\\_plan.htm](http://boe.lacity.org/lariverrmp/Background/master_plan.htm).

<sup>25</sup> Los Angeles County, LA River Master Plan, <https://www.larivermasterplan.org/>. Accessed March 30, 2021.



would be illuminated as required by the City's Bureau of Street Lighting. Exterior lighting would comply with requirements for building lighting at light sensitive properties established within LAMC Chapter 9, Article 3, Div. 1, Sec. 93.0117, requirements for illuminated signs within LAMC Chapter 1, Article 4.4, Sec. 14.4.4 E, lighting requirements in the CALGreen Code, as well as lighting regulations included in the proposed Specific Plan.

## (2) Signage

The Project proposes to establish a sign district (Sign District) that would encompass the Project Site. As conceptually proposed, Project signage would comply with the City's building and electrical codes. Signs would include building and general ground-level and wayfinding pedestrian signage and would be architecturally integrated into the design of the buildings. Future tenants may elect to submit discretionary sign requests for specific businesses. Digital signage on the Project Site would be used to display public digital art, on-site advertising, special events and holidays, news feeds, and more. No signage would be provided on doors, windows, or fire escapes, notwithstanding signs as required by Los Angeles Fire Department Code. No off-site signage is proposed.

Approximately 7,580 square feet and 6,880 square feet of signage would be provided on the western and eastern edge of the Project Site, respectively. Identity signage for the hotel, parking, office entrance, retail tenants, and address display would be located up to 126 feet above grade. Office tenant identity signs would be located from 126 feet to 294 feet above grade. Project identity signage would be located at the top of Building 5.

Approximately 3,738 square feet of signage would be provided on the northern edge of the Project Site. Retail tenant identity signage would be located approximately 42 feet above grade. An on-site digital display would be located on Building 1 facing 6<sup>th</sup> Street from 42 feet and 84 feet above grade. An additional pillar digital display would be located between Buildings 2 and 3. Office tenant identity signage would be provided from 126 feet to 294 feet above grade.

Approximately 1,404 square feet of signage would be provided on the southern edge of the Project Site on Building 5 facing 7<sup>th</sup> Street. Identity signage for retail tenants and the address identity, as well as wayfinding direction signage would be located up to 42 feet above grade. Office tenant identity signage would be located from 42 feet to 336 feet above grade. Additional retail tenant and office entrance identity signage would be located internal to the Project Site between buildings.

## (3) Security

The Project would incorporate a security program as part of Project Design Feature POL-PDF-2, further described in Section IV.K.2, *Police Protection*, to ensure the safety of Project residents, employees, customers, and visitors. The buildings would include controlled access to the multi-family residential units, hotel rooms, office spaces, and open space areas common to the residential and hotel uses. Access to commercial and restaurant uses and publicly accessible open space areas would be unrestricted during

business hours, with public access discontinued after businesses have closed. Facility operations would include staff training and building access/design to assist in crime prevention efforts and to reduce the demand for police protection services. Site security would include provision of 24-hour video surveillance and full-time security personnel. Duties of the security personnel would include, but would not be limited to, assisting residents and visitors with Project Site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property. Project design would also include lighting of entryways, publicly-accessible areas, and common building and open space residential areas for security purposes. New fencing and gates may be provided around the perimeter of the Project Site. Public amenity areas, including the Mesquit Paseo, Elevated Pedestrian Walkway and River Balconies, Entry Plazas, and the Northern Landscaped Area would be generally open to the public from 6 A.M. to 11 P.M., and would otherwise have restricted access through fencing and gates designed in compliance with LAMC and RIO design standards. These areas would be well lit at night and regularly patrolled by security personnel.

#### (4) Project with the Deck Concept

Similar to the Project, the Project with the Deck Concept would include signage, and lighting, and security. The Project with the Deck Concept would incorporate the security program as part of Project Design Feature POL-PDF-2. Deck access would remain unrestricted during business hours, and public access would be discontinued after businesses have closed. Deck access would be controlled through fencing and gates designed in compliance with LAMC and RIO design standards. The Deck would include low intensity lighting for safety and security, and would be regularly patrolled.

### f) Outdoor Programming

The following areas would allow events and amplified music during the daytime and would not allow for amplified noise during the nighttime hours (between the hours of 10:00 P.M. and 7:00 A.M.): Northern Landscaped Area, River Balconies, Residential Pool Deck, Mesquit Paseo, Work/Breakout Deck, Sculpture Garden, Fitness Deck, and the Public Plaza Flex Deck. The following outdoor open space areas would allow for amplified noise during nighttime hours up to 2:00 A.M.: Rooftop Hotel Bar/Pool and 7<sup>th</sup> Street Terrace. A range of special events could potentially be held on the Project Site in outdoor open space areas. Such special events and programming would typically be restricted to daytime and evening hours and would not occur during nighttime hours (between the hours of 10:00 P.M. and 7:00 A.M.). Special events, depending on size and type, may be subject to City special event permits, event management plans, and applicable LAMC noise requirements. In addition to the programmed events listed below that would occur regularly or periodically, other event types and locations on the Project Site would vary, and could include food trucks, outdoor classrooms, and community meeting space.

The Project would include programming for permanent events that occur weekly or more frequently, or for temporary/special events that would occur less frequently and on weekends and/or seasonally.



Permanent programming would include the following:

- Group Exercise Classes would occur multiple times a week on the River Balconies and Fitness Deck. Under the Project, it is anticipated that only participants internal to the Project Site would attend the classes.
- Busking (street performances) would occur multiple times a week on the River Balconies. Similar to the group exercise classes, it is assumed that participants would be internal to the Project Site.

Temporary programming could include the following options:

- An Art Fair/Walk would occur on a weekend evening and would include people from the Project Site and adjacent neighborhood.
- Weekend Farmers Market would occur monthly on the weekend in the Mesquit Paseo.

### (1) Project with the Deck Concept

Similar to the Project, the Project with the Deck Concept would include outdoor programming within the publicly accessible open space areas. Under the Project with the Deck Concept, the same programming opportunities would apply, with the Deck adding an additional location where the programming could occur and additional capacity due to the increased area.

Permanent programming would include the following:

- A Weekly Farmers Market would occur on a weekday every week on the Deck.
- Group Exercise Classes would occur multiple times a week on the River Balconies, Deck, and Fitness Deck. Under the Project with the Deck Concept, it is anticipated that more people from the Project Site and adjacent neighborhood would participate.
- Busking would occur multiple times a week on the River Balconies. Similar to the group exercise classes, it is assumed that participants would be internal to the Project Site. Under the Project with the Deck Concept, participants from the Project Site and adjacent neighborhood would attend.
- A Weekend Farmers Market would occur monthly on the weekend and would only occur as part of permanent programming under the Project with the Deck Concept.

Temporary programming could include the following options:

- An Art Fair/Walk would occur on a weekend evening and would include people from the Project Site and adjacent neighborhood.
- Weekend Farmers Market would occur monthly on the weekend in the Mesquit Paseo or on the Deck.
- Movie Nights would occur on the Deck and would occur seasonally on Saturday evenings.

## **g) Access, Circulation and Public Transportation**

### **(1) Vehicular and Service Access**

Vehicular and bicycle access to the Project Site is proposed via four driveways: (1) a two-way full-access driveway on Mesquit Street at the northern end of the Project Site at the ground level of Building 1, (2) a two-way full-access driveway at the intersection of Mesquit Street and Jesse Street at the ground level of Building 2, (3) a two-way signalized driveway connecting the 7<sup>th</sup> Street Bridge and Building 4 on Level 3 at the 7<sup>th</sup> Street level near the southeastern corner of the Project Site with full access out and right-turns only in, and (4) a one-way driveway from Building 5 restricted to right turns out onto the 7<sup>th</sup> Street Bridge on Level 2 at the 7<sup>th</sup> Street level near the southwestern corner of the Project Site. In addition, a passenger loading zone pull-out would be provided along the east side of Mesquit Street north of Jesse Street near Building 1.

A visitor pick-up and drop-off area, including for ride share, would be located within the parking structure under Building 1, via the signalized driveway at 7<sup>th</sup> Street. Service access would be provided via loading docks located within the ground level of the parking structure. The Project would include loading docks and trash collection areas on the eastern side of Building 1, Building 2, Building 3, and Building 5. All loading and trash collection areas would be located inside of their respective buildings on the ground floor. Delivery trucks would enter and exit the structure via Mesquit Street at the northern side below Building 1. Turnaround capability would be provided within the structure.

For further discussion of vehicular access to and circulation within the Project, see Section IV.L, *Transportation*, of this Draft EIR.

### **(2) Pedestrian Access and Circulation**

Pedestrian access to the Project Site from surrounding neighborhoods would be provided by the four mid-block Entry Plazas between Buildings 1 through 5. The Entry Plazas would provide access from Mesquit Street through the Project Site to the Elevated Pedestrian Walkway and the River Balconies along the eastern edge of the Project Site, overlooking the Los Angeles River, Ribbon of Light Bridge, the proposed PARC Improvements, and Boyle Heights. The Entry Plaza between Buildings 4 and 5 would provide a public connection from the Mesquit Paseo through the Project Site to the 7<sup>th</sup> Street Bridge. The North River Balcony would connect to the Project Site's Northern Landscaped Area and proposed PARC Improvements to the north, and the potential future Metro Arts District/6<sup>th</sup> Street Station.<sup>26</sup>

Direct pedestrian access does not currently exist between the Project Site and the 7<sup>th</sup> Street Bridge. Currently, the Project Site is only directly accessible from Mesquit Street via Jesse Street. Pedestrians coming from the east must go west across the 7<sup>th</sup> Street

<sup>26</sup> Los Angeles County Metropolitan Transportation Authority (Metro), System Safety, Security and Operations Committee, Downtown Los Angeles Arts District Connectivity Board Report, January 19, 2017. Accessed November 2018.

Bridge, past the Project Site, to the intersection of 7<sup>th</sup> Street and Santa Fe Avenue, and then head north on Santa Fe Avenue and east on Jesse Street to gain access. Similarly, pedestrians coming from the south must go to the intersection of 7<sup>th</sup> Street and Santa Fe Avenue, and then head north on Santa Fe Avenue and east on Jesse Street.

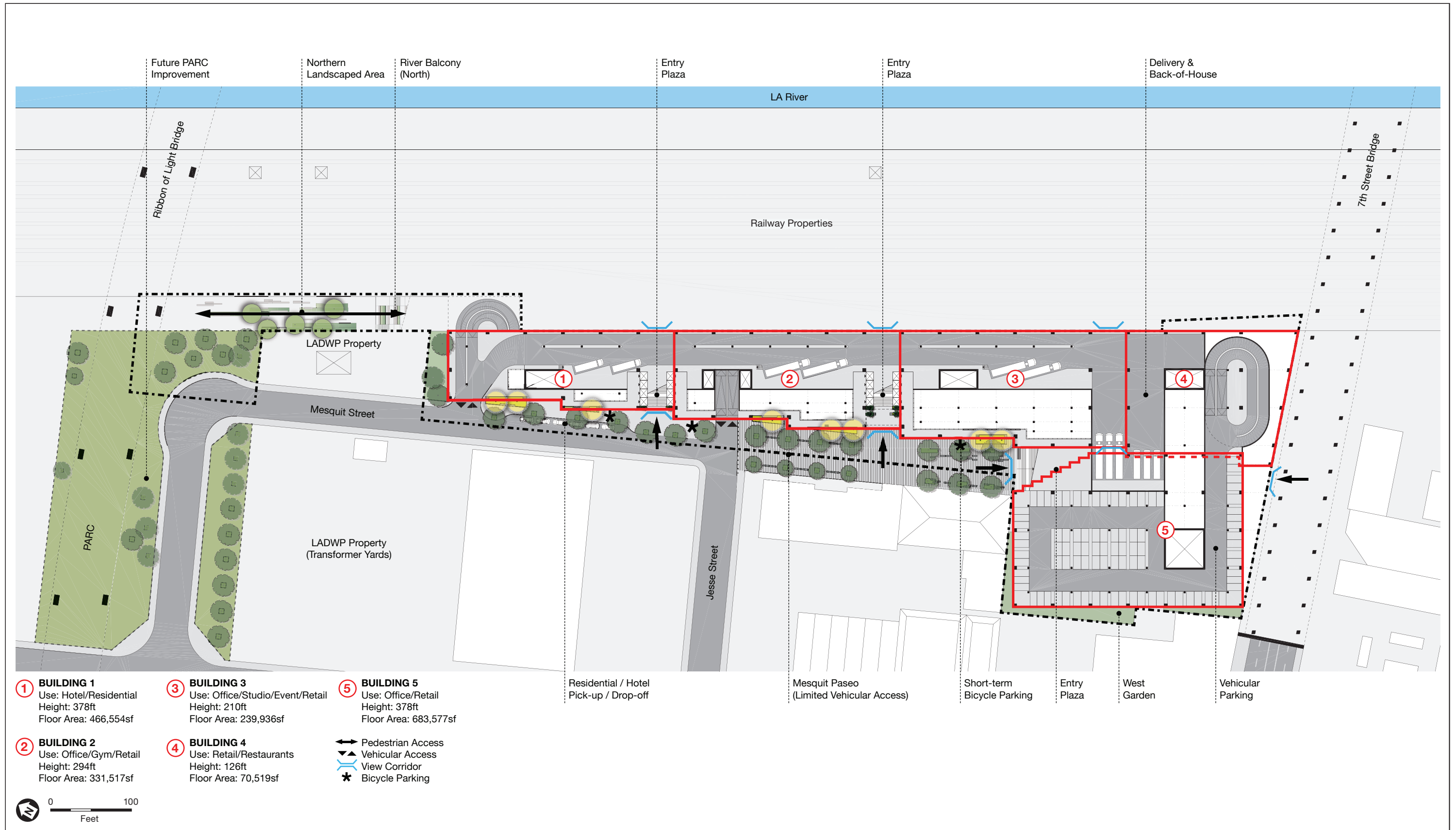
As proposed, the Project would provide a new pedestrian corridor along the eastern edge of the Project Site overlooking the Los Angeles River that would serve as a link between the 7<sup>th</sup> Street Bridge and the Ribbon of Light Bridge. Pedestrian access from the south would be provided directly from the 7<sup>th</sup> Street Bridge via the South River Balcony to the Elevated Pedestrian Walkway, as well as via the Entry Plaza between Buildings 4 and 5 that would connect to the Mesquit Paseo. Alternately, pedestrian access from the north would be provided from the Northern Landscaped Area, which would connect to the North River Balcony and the Elevated Pedestrian Walkway.

The Project proposes a new pedestrian crosswalk across 7<sup>th</sup> Street on the 7<sup>th</sup> Street Bridge to provide pedestrian access to the Project Site near Building 4.

Pedestrian access internal to the Project Site would be available on two separate levels: on the ground level of Mesquit Street and on the 7<sup>th</sup> Street level with stairway, elevator, and escalator connections between the two levels through the Entry Plazas. Elevators are also available to connect the levels further down to the basement parking levels. As pedestrians enter from the 7<sup>th</sup> Street entrance by Building 5, they would have the option to stay on the 7<sup>th</sup> Street Level or walk down to the Mesquit Street Level via stairs, escalators, or elevators between Buildings 4 and 5. As shown on **Figure II-23, Mesquit Street Level Plan**, on the Mesquit Street level, pedestrians would be surrounded by active areas programmed with retail spaces and the lobbies for the office, hotel, and residential buildings.

Pedestrians would be able to move from the Mesquit Street level to the 7<sup>th</sup> Street Level and Elevated Pedestrian Walkway through the Entry Plazas accessed by stairs and elevators on the 7<sup>th</sup> Street Level. As shown on **Figure II-24, 7<sup>th</sup> Street Level Plan**, the 7<sup>th</sup> Street Level is accessible from the Northern Landscaped Area adjacent to the future 6<sup>th</sup> Street Bridge, and has a throughway to 7<sup>th</sup> Street via the River Balconies. Retail and restaurant spaces are programmed on the 7<sup>th</sup> Street level. The Arts District Central Market is located between Buildings 3 and 4.

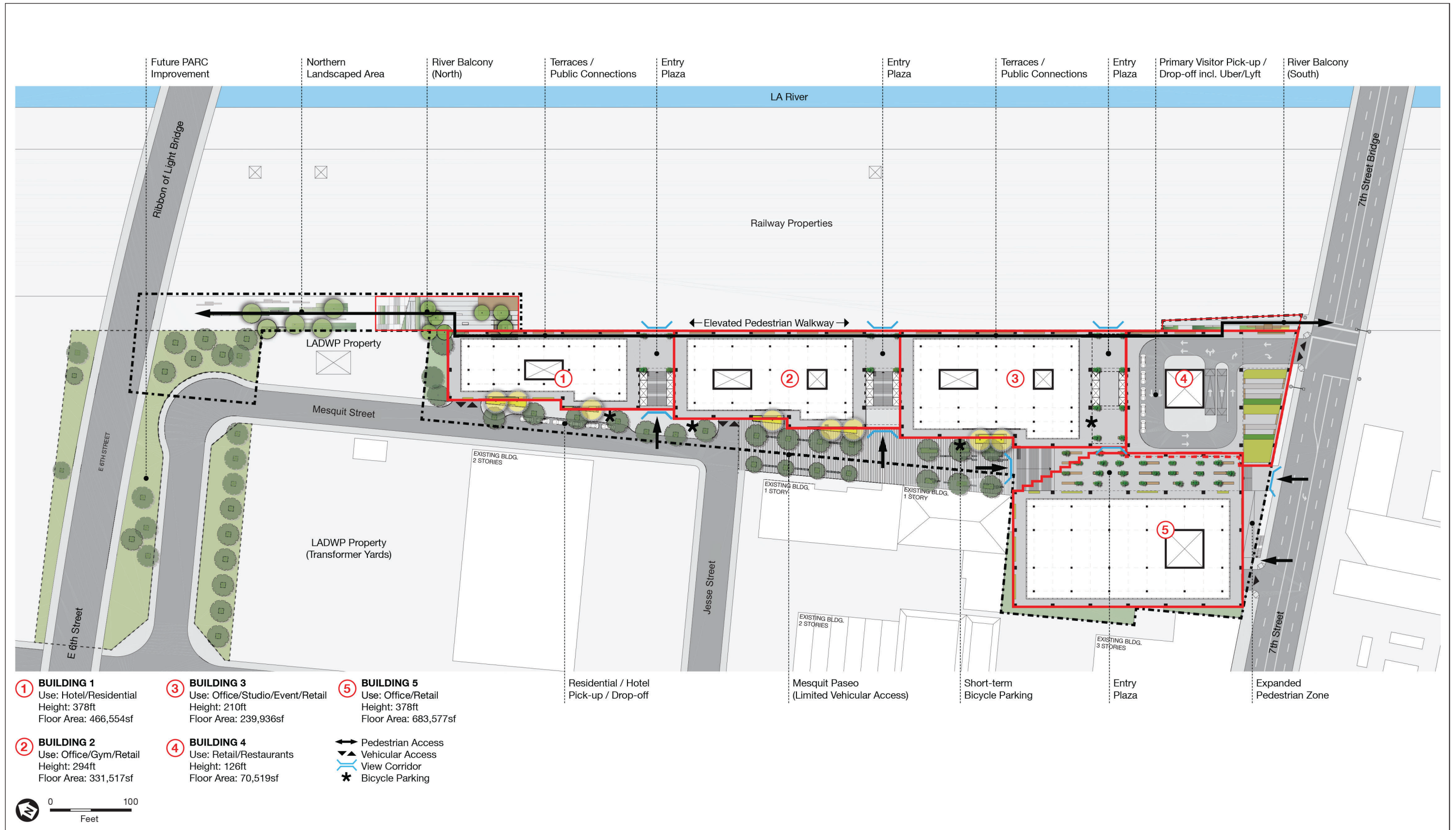
For further discussion of pedestrian access to and circulation within the Project, see Section IV.H, *Land Use and Planning*, of this Draft EIR.



SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

670 Mesquit

**Figure II-23**  
Mesquit Street Level Plan



SOURCE: Bjarke Ingels Group with Gruen Associates, 2020

670 Mesquit

**Figure II-24**  
7th Street Level Plan



(a) *Project with the Deck Concept*

Similar to the Project, the Project with the Deck Concept would provide pedestrian access and circulation throughout the Project Site and would further facilitate pedestrian movement across the Project Site between the 7<sup>th</sup> Street Bridge and the future Ribbon of Light Bridge. As previously stated, the Deck would replace the Elevated Pedestrian Walkway as the connection between the Project's River Balconies along the eastern edge of the Project Site. Pedestrian access from the south would be provided directly from the 7<sup>th</sup> Street Bridge via the South River Balcony to the Deck, as well as via the Entry Plaza between Buildings 4 and 5 that would connect to the Mesquit Paseo. Alternately, pedestrian access from the north would be provided from the Northern Landscaped Area, which would connect to the North River Balcony and the Deck. Pedestrians would be able to similarly move from the Mesquit Street level to the 7<sup>th</sup> Street Level and Deck through the Entry Plazas.

For further discussion of proposed pedestrian amenities including the Deck, see Section IV.H, *Land Use and Planning*, of this Draft EIR.

(3) **Bicycle Access and Circulation**

The under-construction Ribbon of Light Bridge on 6<sup>th</sup> Street/Whittier Boulevard includes two protected bicycle lanes that will offer bicycle access between the Arts District, the planned bicycle and pedestrian path along the banks of the Los Angeles River, and Boyle Heights and communities east of the river. Additional existing and planned bikeways are located throughout the Arts District and Downtown Los Angeles to the north, south and west of the Project Site. The Project would provide on-site bicycle parking to support on-site uses in accordance with the proposed Mesquit Specific Plan. The Project would provide a minimum of 288 short-term and 519 long-term bicycle parking spaces. The Project would also provide lockers and showers for Project residents and employees in association with bicycle use.

For further discussion of Project bicycle access and circulation within the Project, see Section IV.L, *Transportation*, of this Draft EIR.

(a) *Project with the Deck Concept*

Under the Project with the Deck Concept, the same number of bicycle parking spaces would be provided; however, the Deck would provide a wider, more expansive connection than under the Project, that would link the Arts District neighborhoods north and south of the Project Site to the Los Angeles River. The Deck would provide more open space and future potential accessibility to the Los Angeles River via a potential connection to future bicycle paths along the river corridor, including those proposed as part of the Los Angeles River's revitalization and the Metro Los Angeles River Bike Path Gap Closer Project proposed on the Los Angeles River's west bank.

## h) Parking

The Project proposes structured parking at, above, and below grade within one parking structure. Up to six levels of below-grade parking are proposed, spanning the buildings' footprints. Buildings 1 through 3 would include six levels of below-grade parking. Building 4 would include one level of at-grade and six levels of below-grade parking. Building 5 would include one level of above-grade, one level of at-grade, and six levels of below-grade parking. The Project would provide a minimum of 2,000 traditional vehicle parking spaces, with parking for up to 3,500 vehicles using a combination of semi-automated systems parking systems, valet parking, or other efficiency parking methods. In the event the Project is phased, construction of the underground parking may also be phased. As an interim condition during phased construction, surface parking and/or temporary on-site and temporary off-site parking facilities would accommodate parking demand.

Bicycle parking would be stationed in various locations throughout the Project Site and provide both short-term spaces and long-term storage. The short-term spaces on the sidewalks would be oriented toward Mesquit Street and 7<sup>th</sup> Street, but would be sited along Mesquit Street near the pedestrian entrances to housing, the hotel, and commercial uses, including retail uses, the Arts District Central Market, the grocery store, restaurants, studio/event/ gallery and potential museum space, and the gym. In addition, some short-term bicycle parking spaces would be located above-grade and inside of the parking structure near the 7<sup>th</sup> Street entrance to permit the maximum possible area for pedestrian circulation and streetscape plantings. The long-term bicycle parking spaces would be sited in various locations throughout the parking structure. Long-term spaces would be secured from the general public and enclosed to protect bicycles from inclement weather.

For further discussion of Project parking, see Section IV.L, *Transportation*, of this Draft EIR.

### (1) Project with the Deck Concept

The Project with the Deck Concept would not alter the development program and therefore the demand for parking would not change. Therefore, under the Project with the Deck Concept, the same amount of parking would be provided as under the Project, and parking would be located in the same locations as under the Project.

## i) Sustainability Features

The Project would be designed to meet the standards of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Silver certification or its equivalent. The Project would also comply with the City's Green Building Code, which builds upon and sets higher standards than those incorporated in the 2019 California Green Building Standards (CALGreen) Code. Some of the Project's proposed design features that would contribute to energy efficiency include cool roofs; electric vehicle (EV) chargers/spaces; energy-efficient appliances; water-efficient plumbing fixtures and fittings; and water-efficient landscaping. The Project would also promote



bicycle transportation by providing a minimum of 288 short-term and 519 long-term bicycle parking. The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure.

The following sustainability features would be incorporated into the Project:

### (1) Air Quality

- Prohibit the use of natural gas-fueled fireplaces in the residential units (see Project Design Feature AQ-PDF-1)
- Install indoor air filtration systems for occupied spaces that meet the minimum efficiency reporting (MERV) in the applicable Title 24 Part 6 building energy efficiency standards
- Use of adhesives, sealants, paints, finishes, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants in accordance with SCAQMD Rules 1113 and 1168

### (2) Energy Conservation and Efficiency

As part of the Project's LEED Silver Certification or equivalent, the Project would optimize building energy performance with a 12 percent reduction from the LEED baseline consistent with LEED requirements (equivalent to approximately a 3.6 percent reduction from the 2016 Title 24 standards).<sup>27,28</sup>

### (3) Water Conservation

The Project would reduce indoor water use by 45 percent and outdoor water use by 50 percent from the LEED usage baseline. The Project would also conserve water and reduce the domestic water demand by implementing water conservation features as follows (see Project Design Feature WS-PDF-1):

- High Efficiency Toilets with a flush volume of 1.06 gallons of water per flush, or less;
- Domestic water heating system located in close proximity to point(s) of use, where feasible;
- Leak detection system for swimming pools and jacuzzis;
- Drip/subsurface irrigation (Micro-Irrigation);
- Proper hydro-zoning/zoned irrigation (group plants with similar water requirements together);
- Drought-tolerant plants – 62 percent of total landscaping

<sup>27</sup> U.S Department of Energy (DOE), ANSI/ASHRAE/IES Standard 90.1-2013 Determination of Energy Savings: Quantitative Analysis, 2014. Accessed December 2, 2018.

<sup>28</sup> Energy Star, The Difference Between Source and Site Energy. Accessed February 16, 2019.

- Water conserving turf – 3 percent of total landscaping with a 0.6 Plant Factor being committed;
- Automated pool chemical delivery system; and
- Installation of thermal pool covers on all outdoor pools/spas

#### (4) Solid Waste

- 50 percent of construction and demolition debris from Project construction would be diverted from landfills (pursuant to SB 1374)
- On-site recycling containers to promote recycling of paper, metal, glass, and others

#### (5) Transportation

- Provision of on-site bicycle storage for residents, visitors, and employees
- Access to multiple public transportation lines in the vicinity of the Project Site
- Allocation of designated parking for alternative-fuel, low-emitting, fuel-efficient, and ride-sharing vehicles
- Provision of EV parking

### **j) Proposed Land Use Designation and Zoning**

Development of the Project would require a General Plan Amendment, Vesting Zone Change and Height District Change, Specific Plan, and other entitlements and approvals listed at the end of this chapter.

The proposed General Plan Amendment would change the current land use designation from Heavy Industrial to Regional Center Commercial with a corresponding zone of Mesquit Specific Plan (MSP). This would allow multi-family residential uses and hotel uses not permitted by the Heavy Industrial land use designation. The General Plan Amendment would redesignate Mesquit Street from a Collector Street to a Local Limited Street to better reflect Mesquit Street's anticipated function.

The proposed Vesting Zone Change and Height District Change would change the current zoning from M3-1-RIO to MSP-RIO. The zone change from M3 to MSP would allow multiple dwelling residential and hotel uses and would correspond to the Regional Center Commercial land use designation.

Wherever provisions of the Specific Plan proposed for the Project are different from, more restrictive or more permissive than would be allowed pursuant to the provisions of the LAMC, the Specific Plan would prevail and supersede the otherwise applicable provisions of the LAMC. The regulations and procedures in the Specific Plan would supersede and serve as a substitute ordinance for the following provisions of the LAMC, among others, that would accordingly not be required: a Major Development Project Conditional Use Permit; Master CUPs for FAR averaging and residential density transfer in unified

development, on-site and off-site sale of alcoholic beverages and dance halls; a vesting CUP for heliports; a parking reduction; and other variances.

The Project includes a Land Use Exchange Program as part of the Specific Plan that would allow the mix of certain on-site commercial development to be modified to respond to future needs in a manner that would not increase the Project's impacts on the environment. Within this framework, land uses could be exchanged for certain other permitted land uses within and between buildings so long as the limitations of the Land Use Exchange Program are satisfied and no additional environmental impacts occur.

### **k) Construction and Phasing**

Project construction is anticipated to commence as early as 2021 and be completed as early as 2026, in a single phase, or as late as 2040 if built in separate phases over time. In the event construction is phased, construction of the underground parking may also be phased. If construction phasing were to occur, it is anticipated that all or portions of the substructure/podium would be constructed first, and the individual buildings would be erected from north to south, along with the associated parking. Under the Project with the Deck Concept, the Deck over the Railway Properties would be constructed last.

Construction equipment and materials would be staged on-site at least through demolition and construction of subterranean Project components. Temporary on-site and off-site parking structures may be required to accommodate parking demand during phased construction.

Construction would include approximately 531,319 cubic yards of grading (cut), all of which would be exported from the Project Site. The excavation depth would range from approximately 61 to 68 feet below ground surface (bgs) for the lowest subterranean parking level. To accommodate elevator pits, maximum excavation depths would range from approximately 71 to 75 feet bgs in isolated areas.

To ensure timely Project completion, construction hours would occur Monday through Saturday in accordance with the LAMC. Construction hours could extend beyond these hours if required and specifically permitted by the City.

#### **(1) Project with the Deck Concept**

The foundations for the vertical columns would be drilled concrete piers, with one drilled pier below each vertical column. The piers would vary between approximately 30 to 50 feet in length. Deck construction and installation of the piers would be carried out in close coordination with the railyard authorities. Under the Project with the Deck Concept, there would be no change to the construction schedule. Construction of the Project with the Deck Concept would still be anticipated to commence as early as 2021 and be completed as early as 2026 in a single phase, or as late as 2040 if built in separate phases over time. Excavation under the Project with the Deck Concept would be the same as under the Project.

## 7. Anticipated Project Approvals

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but not necessarily be limited to, the following:

1. Pursuant to California Government Code Section 65356, Los Angeles Charter Section 555 and LAMC Section 11.5.6, a General Plan Amendment to the Central City North Community Plan to change the Community Plan land use designation from Heavy Industrial to Regional Center Commercial with a corresponding zone of Mesquit Specific Plan and an amendment to the Circulation Element of the General Plan (the Mobility Plan 2035) and the Community Plan Land Use Map to re-designate Mesquit Street from a Collector Street to a Local Limited Street. The General Plan Amendment would allow the multi-family residential with affordable housing and hotel which are not permitted in the Heavy Industrial land use designation. The amendment to the Mobility Plan 2035 and Community Plan Land Use Map would better reflect Mesquit Street's function as a Local Limited Street.
2. Pursuant to LAMC Sections 12.32.F and 12.32.Q, a Vesting Zone Change and Height District Change from M3-1-RIO to MSP-RIO. The zone change from M3-1 to MSP would allow the multi-family residential with affordable housing and hotel, would correspond to the Regional Center Commercial land use designation, and would allow for a FAR of up to 10:1.<sup>29</sup>
3. Pursuant to LAMC Section 11.5.7, approval of the Mesquit Specific Plan to establish the land use and regulatory framework for the physical development of the Project Site.
4. "SN" Sign District pursuant to LAMC Sections 13.11 and 12.32.S on the Project Site for a comprehensive set of sign regulations.
5. Pursuant to LAMC Section 17.03, a Vesting Tentative Tract Map for the merger and re-subdivision, as well as to vacate Mesquit Street and absorb a portion of Mesquit Street to be vacated, to create ground lots and airspace lots, together with approval of a haul route.
6. Pursuant to Government Code Sections 65864-65869.5, a Development Agreement between the Developer and the City of Los Angeles for 20 years.
7. Other discretionary and ministerial permits and approvals that will or may be required, including, but not limited to, temporary street closure permits, demolition permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

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<sup>29</sup> With the proposed lot merger and vacation of portions of Mesquit Street, the Project Site area would be approximately 5.45 acres or 237,714 net square feet, an increase over the existing Project Site's gross area of 4.62 acres or 201,151 square feet. The FAR may be as low as 4.96:1 if the buildable lot area of the Project Site includes the Deck Concept and Mesquit Street vacation (361,185 square feet), or as high as 8.9:1 if the lot area includes only the parcels currently under Applicant ownership and does not include the proposed Mesquit Street vacation.