

II. Project Description

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1. Introduction

The Project would include the development of a creative office campus comprised of a 10-story commercial high-rise building, a two-story commercial building, a one-story commercial building, and a one-story electrical enclosure. The Project would include approximately 217,189 square feet of creative office space and 5,000 square feet of retail and restaurant space, for a total of 222,189 square feet of new floor area. The Project would provide a total of 711 vehicle parking spaces within up to four subterranean parking levels and one ground floor parking level. To accommodate the Project, all existing buildings and uses on-site would be removed, including the three existing buildings that total 39,328 square feet of office and industrial uses.

The Project would create a pedestrian environment along Bay Street and Sacramento Street, an area that currently lacks pedestrian infrastructure, by constructing new sidewalks, planting new street trees, creating ground floor commercial space with storefront glazing, and a lobby entrance for the office/creative office tenants along a pedestrian paseo. Vehicular access to the Project would be provided from driveways located on Bay Street and Sacramento Street, and a lay-by for passenger drop-off and pick-up on Bay Street. The roof level of the 10-story building would include an outdoor landscaped terrace for the building's office tenants, and a pedestrian paseo would be provided at the ground level in the eastern portion of the Project Site.

2. Environmental Setting

a. Project Location

As shown in Figure II-1 on page II-2, the Project Site is located in the Arts District area of the City of Los Angeles (City). The Project Site's property addresses are 2136–2148 and 2159 E. Bay Street, and 2145–2161 E. Sacramento Street. The Project Site encompasses five parcels totaling approximately 74,063 square feet (1.70 acres) of gross lot area (i.e., lot area before required street dedications), and includes Assessor's Parcel Numbers 5166-001-002 and 5166-005-008, -009, -010, and -013. The Project Site is located within the boundaries of the Central City North Community Plan Area within the City of Los Angeles.

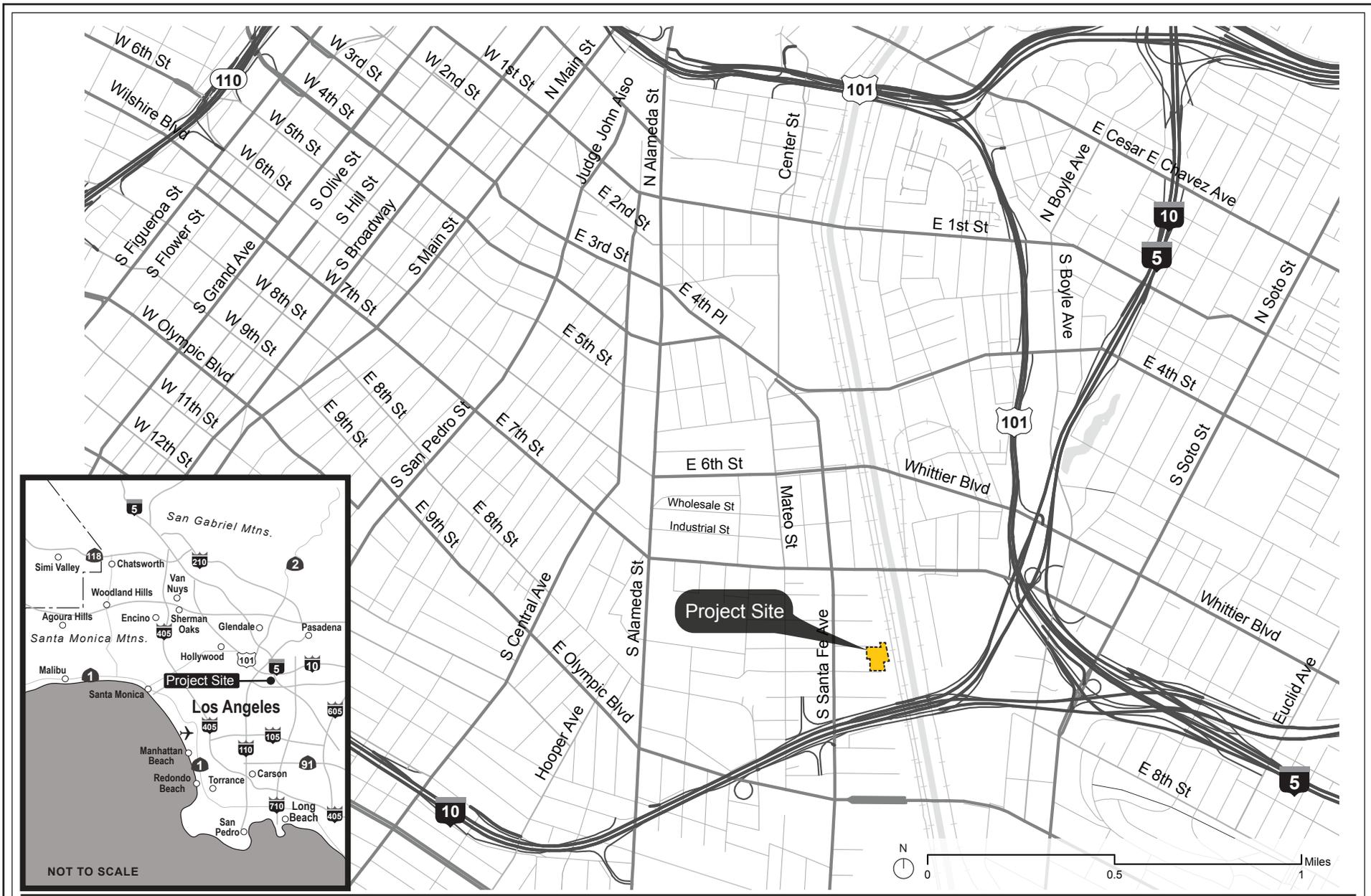


Figure II-1
Project Location Map

Primary regional access to the Project Site is provided by the Santa Ana Freeway (US-101) to the east and north, the Santa Monica Freeway (I-10) to the south and east, and the Golden State Freeway (I-5) to the east, which are all accessible within less than 1 mile of the Project Site. Major arterials providing regional access to the Project Site include Santa Fe Avenue, 7th Street, Olympic Boulevard, and Alameda Street.

b. Existing Uses

(1) Existing Project Site Conditions

The Project Site is a 74,063 square-foot (1.7 acre) urban infill site located in the Arts District area of the City. As shown in Table II-1 on page II-4 and Figure II-2 on page II-5, the Project Site is currently developed with three buildings comprised of the following: 7,106 square feet of office uses in Building 1; 6,584 square feet of light industrial uses in Building 2; and 25,638 square feet of light industrial and creative office uses in Building 3. In total, the three buildings comprise 39,328 square feet of floor area. Virgin Hyperloop One currently occupies all tenant spaces at the Project Site. Existing uses include engineering and test development operations, office operations, and fabrication and machining operations. Exterior areas in the central and eastern portions of the Project Site are used for storage, equipment staging, and exterior operations. Other smaller structures at the Project Site include shipping containers that have been converted into offices and conference rooms, tents used for welding operations and meetings, and stacked parking systems. In addition, designated paved areas for storage associated with on-site uses are located on the south side of Building 3. The Project Site is relatively flat with limited ornamental landscaping. Street trees recently planted by the City are located along the Project Site's Sacramento Street frontage, while no existing street trees are located along the Project Site's Bay Street frontage.

(2) Land Use and Zoning

As indicated above, the Project Site is located within the planning boundary of the Central City North Community Plan area. The Project Site has a General Plan land use designation of Heavy Industrial and is zoned M3-1-RIO. The M3 designation indicates that the Project Site is located in a Heavy Industrial zone, which permits a wide variety of industrial, manufacturing, and storage uses, as well as office and commercial uses. The "1" indicates that the Project Site is located in Height District 1, which does not specify a building height limit but limits the floor area ratio (FAR) to 1.5:1. In addition, the Heavy Industrial land use designation is assigned Footnote 1 of the Community Plan, which reiterates the Height District No. 1 for the property, and Footnote 6 of the Community Plan, which states, "For properties designated on zoning maps as Height District Nos. 1, 1L, 1VL, or 1XL (or their equivalent), development exceeding a floor area ratio of 1.5:1 up to 3:1 may be permitted through a height district change procedure, including an environmental clearance." The RIO

**Table II-1
Summary of Existing Uses**

Land Use	Floor Area (sf)
Office (Bldg. 1)	7,106 sf
Light Industrial (Bldg. 2)	6,584 sf
Creative Office (Bldg. 3)	16,000 sf
Light Industrial (Bldg. 3)	9,638 sf
Total	39,328 sf
<hr/> <i>sf = square feet</i> <i>Source: Eystone Environmental, 2022.</i>	

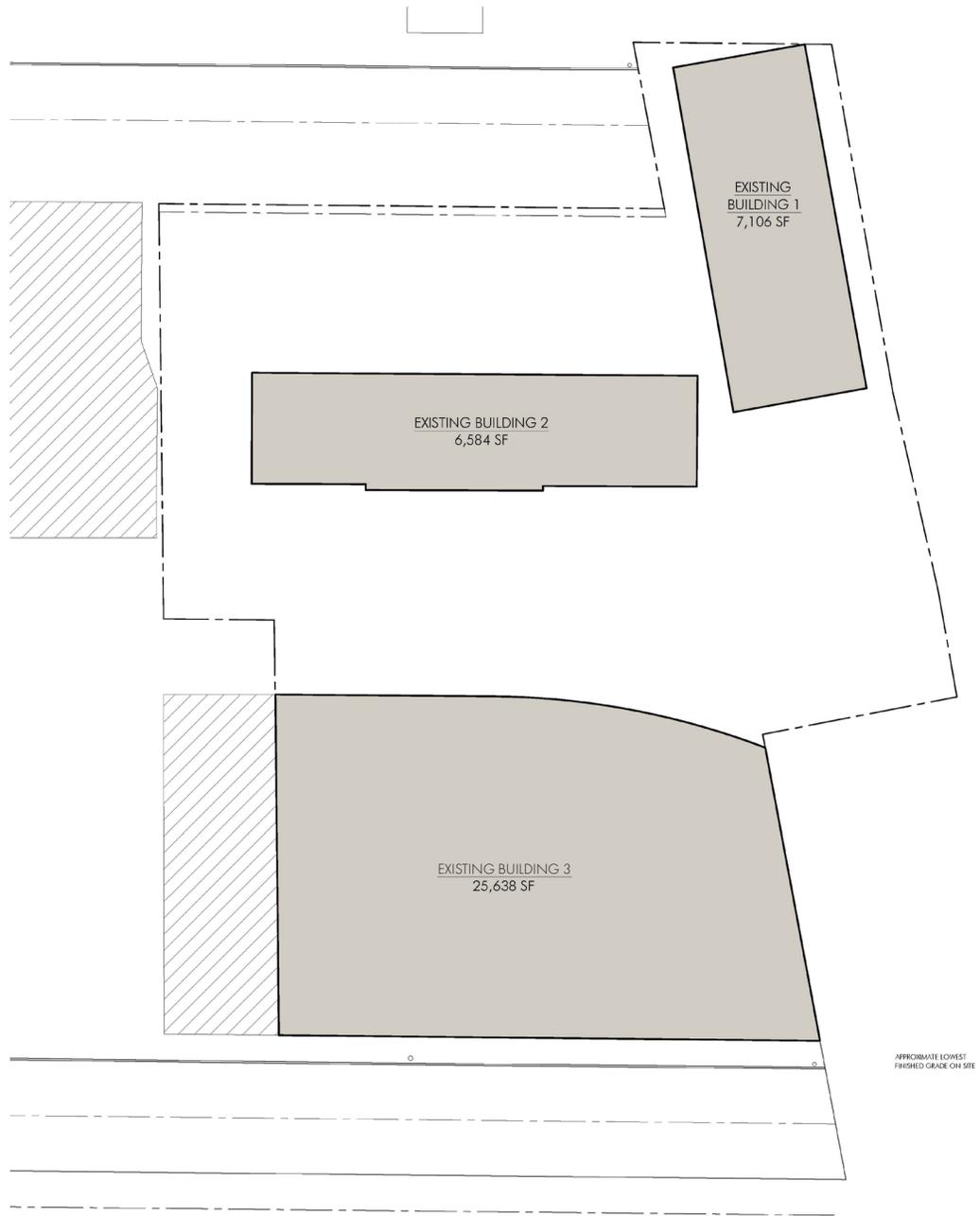
designation is for the City's River Improvement Overlay (RIO) district, which is designed to provide for preservation of tributaries and rivers in the City of Los Angeles by promoting river identity, supporting local species, and convenient access, among many other aspects.

The Project Site is also located within the Community Redevelopment Agency (CRA) Central Industrial Redevelopment Project area. The Central Industrial Redevelopment Project (Central Industrial Plan) was adopted by the City Council on November 15, 2002, pursuant to Ordinance No. 174,978. Although local redevelopment agencies have formally been dissolved, properties within Redevelopment Plan areas are still subject to review for consistency with the land use controls of the Redevelopment Plan by the Department of City Planning until it expires in November 2032.¹ Still, per CRA Resolution, projects in the Central Industrial Redevelopment Plan area are not subject to CRA discretionary process; the LAMC supersedes any CRA regulations.

c. Surrounding Land Uses

The Project Site is generally bounded by Bay Street to the north with textile and import businesses to the north of Bay Street, industrial-zoned (M3-1-RIO) property to the west developed with a surface parking lot and one-story commercial/industrial buildings, Sacramento Street to the south with warehouse uses to the south of Sacramento Street, and industrial-zoned (M3-1-RIO) properties to the east used for surface parking and the Burlington Northern Santa Fe (BNSF) railroad. Beyond the BNSF railroad to the east is the Los Angeles River. Similar to the Project Site, the surrounding properties are zoned

¹ Ordinance No. 186325 transferred the authority over the land use controls in all redevelopment plans from CRA/LA, a designated local authority, which is the successor agency to the Community Redevelopment Agency, to the City.



APPROXIMATE LOWEST FINISHED GRADE ON SITE

GENERAL NOTE
 1. ALL SPOT ELEVATIONS ARE APPROXIMATIONS BASED OFF ALTA SURVEY, TO BE CONFIRMED AT A LATER DATE.



Figure II-2
 Existing Project Site

M3-1-RIO and designated for Heavy Manufacturing land uses by the Central City North Community Plan.

The Project Site is located at the southern edge of the Arts District area, which has experienced residential and commercial growth over the past decade. Former industrial and warehouse buildings continue to be converted to commercial uses and live/work spaces. As shown in Figure II-3 on page II-7, the Project Site vicinity is developed with a mix of light industrial, heavy industrial, warehouse, and commercial uses. Adjacent uses include textile and import businesses to the north, including a motorcycle dealership (Falcon Motorcycles) directly north of the Project Site across Bay Street, a surface parking lot and railroad yard to the east, knitting mills and fabric warehouses to the south, and a surface parking lot and one-story commercial/industrial building to the west. Furthermore, Soho House (Related Project No. 54), a mixed-use project located at 1000 Santa Fe Avenue approximately 250 feet west of the Project Site, has completed construction, and a mixed-use project (Related Project No. 39), which has been entitled but not yet developed, will be located immediately adjacent to the Project Site to the west along Bay Street.

The Project Site is also located approximately 0.5 mile south of the 6th Street Viaduct Replacement Project, which was recently completed and opened to the public July 2022.² The 6th Street Viaduct Replacement Project provides a two-way multi-modal bridge with dedicated bicycle lanes that spans the Los Angeles River and connects to the Boyle Heights neighborhood to the east.³ The bridge replaced the original, seismically-deficient structure built in 1932. Plans also call for new recreational green spaces on former industrial sites underneath the new bridge, including a 12-acre park.⁴

² City of Los Angeles, Bureau of Engineering, Sixth Street Viaduct Replacement Project, *Parc: About the Project*, www.sixthstreetviaduct.org, accessed July 19, 2022.

³ City of Los Angeles, Bureau of Engineering, Sixth Street Viaduct Replacement Project, *Frequently Asked Questions*, www.sixthstreetviaduct.org, accessed July 19, 2022.

⁴ City of Los Angeles, Bureau of Engineering, Sixth Street Viaduct Replacement Project, *Parc: About the Project*, www.sixthstreetviaduct.org, accessed July 19, 2022.

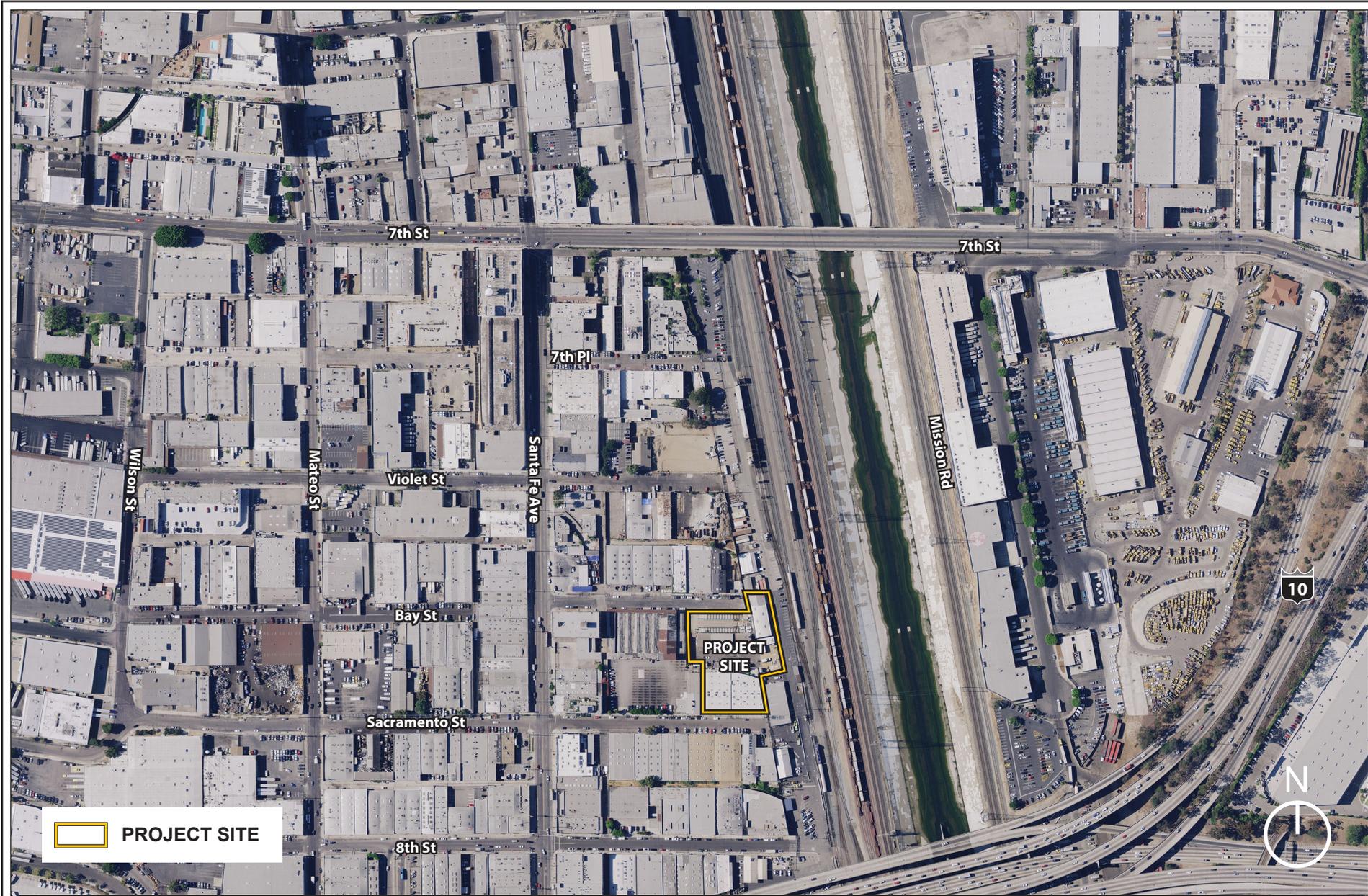


Figure II-3
Aerial Photograph of the Project Vicinity

Source: Apple Maps, 2017; Eyestone Environmental, 2018.

3. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” 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 provide a vertical creative office campus for innovative media, entertainment, and technology companies. The Project’s specific objectives are as follows:

- Reduce vehicle trips and vehicle miles traveled by providing employment options for a growing neighborhood residential population and creating a work destination that is easily accessible via public transportation.
- In support of the Central City North Community Plan Objective 2-1, provide additional opportunities for new commercial development and services through the development of a creative office project with a combination of indoor and outdoor spaces that is capable of attracting high-quality, creative office tenants to the Arts District.
- Consistent with Central City North Community Plan Objective 2-1, develop a project that achieves a high level of design and quality, distinctive character, and compatibility with existing uses and development.
- Strengthen the Arts District’s economic vitality by attracting new, high skilled workers and new economy media, entertainment, and technology businesses.
- Provide adequate parking that satisfies anticipated demand on the Project Site.
- Provide a pedestrian-oriented development that improves pedestrian experiences within the Arts District.
- Provide a building design that allows for the use of energy-efficient technology, thereby reducing the overall reliance on energy for lighting and cooling.
- Create sufficient office square footage and density to retain a significant jobs component in the Arts District and facilitate a healthy job-housing balance in the Arts District area in light of both existing and pending development.

4. Description of the Project

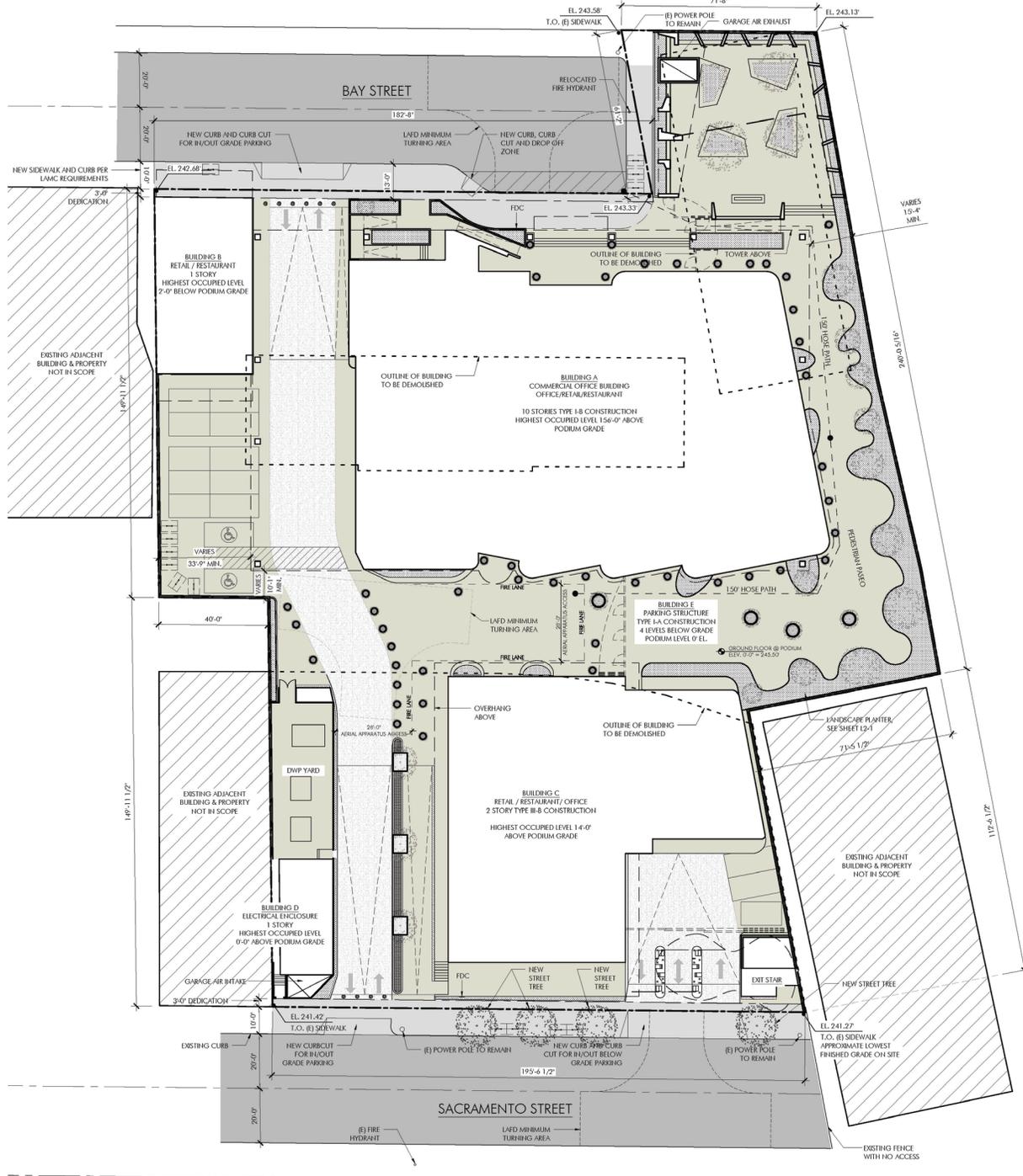
a. Project Overview

The Project includes the development of a creative office campus on a 74,063-square-foot (1.7-acre)⁵ site. The Project includes the development of a 10-story commercial high-rise building, a one-story commercial building, a two-story commercial building, a one-story electrical enclosure, and a parking garage. These proposed buildings are herein referred to as Buildings A, B, C, D and E, respectively, as shown in Figure II-4 on page II-10. As shown in Table II-2 and Table II-3 on page II-11, proposed new uses would specifically include 217,189 square feet of creative office space and 5,000 square feet of retail and restaurant space, for a total of 222,189 square feet of floor area. Building A, which would be developed in the north central portion of the Project Site along Bay Street, would comprise a 10-story commercial high-rise building with a maximum height of 190 feet above the lowest grade on-site. Building B would be developed in the northwestern corner of the Project Site along Bay Street as a one-story commercial building with a maximum height of 18 feet above the lowest grade on-site. Building C would be developed in the southeastern portion of the Project Site along Sacramento Street as a two-story commercial building with a maximum height of 35 feet above the lowest grade on-site. Building D shown in Figure II-4, would be developed in the southwestern corner of the Project Site as a one-story electrical enclosure with a maximum height of 33 feet above the lowest grade on-site; however, this structure would not contain occupiable space and thus would not constitute “floor area” as defined by the LAMC. The Project would also provide a total of 711 vehicle parking spaces within up to four subterranean parking levels and one ground floor parking level (collectively Building E). To provide for the Project, all existing on-site structures would be demolished.

Overall, as shown in Table II-2, the Project would remove approximately 39,328 square feet of existing floor area and develop approximately 222,189 square feet of new floor area, resulting in a net increase of approximately 182,861 square feet of floor area. The Project would have an FAR of 3.0:1 utilizing a net lot area (i.e., area after require dedication) of 72,929 square feet.

As shown in Figure II-5 on page II-12, the Project would include a pedestrian paseo to link Buildings A and C from Bay Street to Sacramento Street. The pedestrian paseo would be anchored by common open space, street trees, seating areas, and low scale structures to promote an active pedestrian experience on the ground floor. The ground level of the campus would also include the Project’s retail components, bicycle parking, offices and

⁵ 72,929 net square feet after street dedications.



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Figure II-4
 Conceptual Plot Plan

**Table II-2
Summary of Existing, Proposed Demolition, and Proposed New Floor Areas^a**

Land Use	Existing	Proposed Demolition	Proposed Construction	Net New
Creative Office	16,000 sf	(16,000 sf)	217,189 sf	201,189 sf
Office	7,106 sf	(7,106 sf)	—	(7,106 sf)
Light Industrial	16,222 sf	(16,222 sf)	—	(16,222 sf)
Retail/Restaurant	—	—	5,000 sf	5,000 sf
Total	39,328 sf	(39,328 sf)	222,189 sf	182,861 sf

sf = square feet

^a *Square footage is calculated pursuant to the Los Angeles Municipal Code (LAMC) definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.”*

Source: Eyestone Environmental, 2022. Based on information from Shimoda Design Group, August 31, 2021 and June 25, 2022.

**Table II-3
Summary of New Floor Area by Proposed Building^a**

Proposed Building	Floor Area (sf)
Building A (10-story Commercial Tower)	205,519
Building B (One-story Commercial Bldg.)	2,170
Building C (Two-story Commercial Bldg.)	11,900
Building D (Electrical Enclosure)	0
Building E (Parking Garage)	2,600 ^b
Total Gross (Proposed)	222,189
Total Net (Proposed - Existing)	182,861

sf = square feet

^a *Square footage is calculated pursuant to the Los Angeles Municipal Code (LAMC) definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.”*

^b *While parking area is exempt from floor area according to LAMC Section 12.03, 600 square feet per garage level of enclosed space (lobbies, building engineer, etc.) is proposed that would not fall into the exempt parking category.*

Source: Eyestone Environmental, 2022. Based on information from Shimoda Design Group, June 25, 2022.

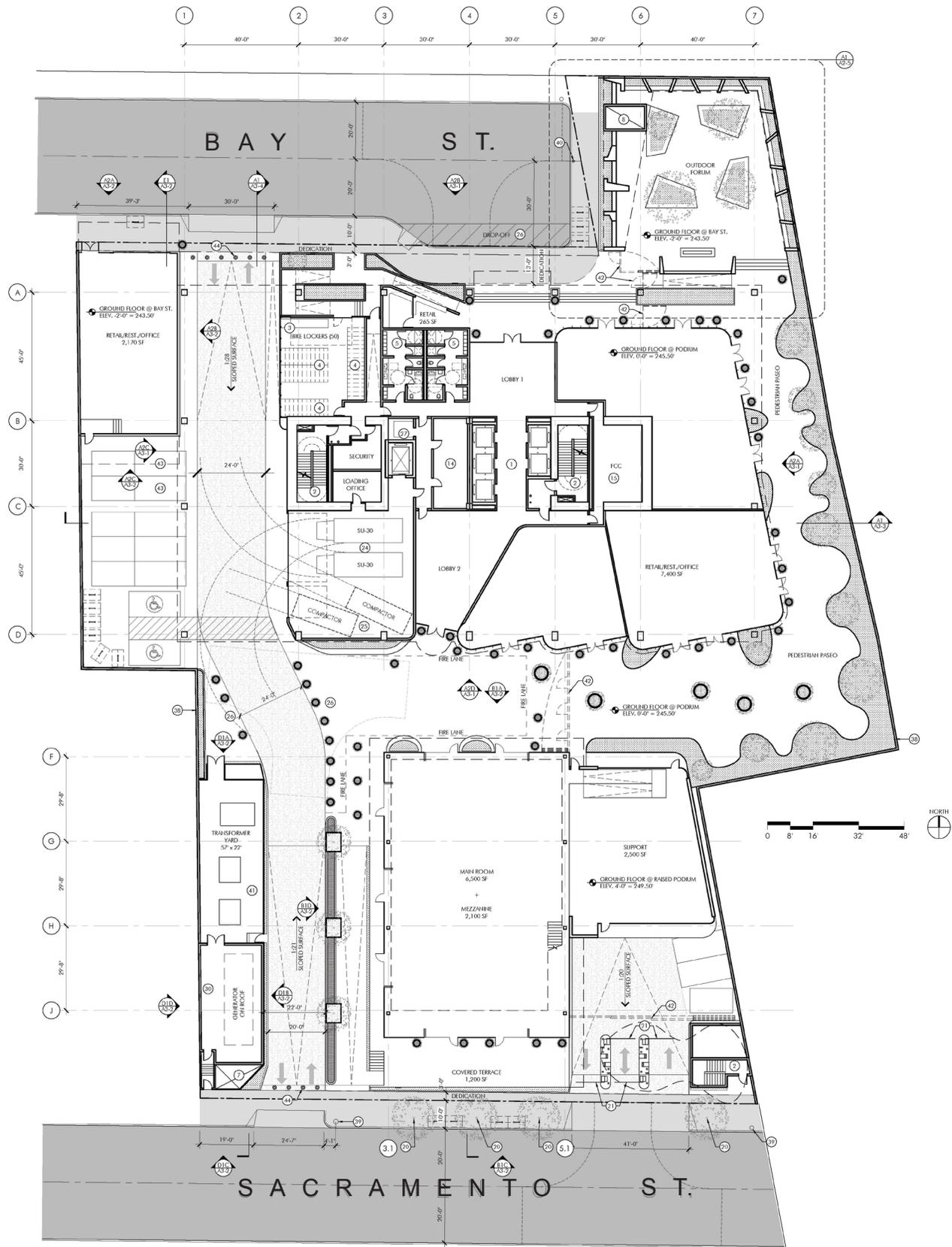


Figure II-5
 Conceptual Site Plan--Ground Level

lobbies, and various amenities. As shown in Figure II-6 through Figure II-8 on pages II-14 through II-16, Building A would provide office space on Levels 2 through 10, as well as an outdoor landscaped roof terrace for tenants.

b. Design and Architecture

As discussed above, the proposed uses would be located within three primary buildings—Building A, Building B, and Building C. The design of the Project is intended to convey a classic industrial architecture that draws from elements of the surrounding neighborhood, with the proposed buildings designed at the pedestrian level to include articulations and indentations in form to create visual interest and an array of usable spaces. The proposed internal pedestrian paseo would provide a pedestrian linkage between Bay Street and Sacramento Street. The Project would incorporate glass, masonry, and concrete to blend with the Arts District's industrial context. Building A, which is conceived as a repurposed warehouse building, would be characterized by a warehouse inspired glass and precast façade system for the above-grade levels, with unique building elements at grade to create a varied “village” aesthetic. Building B would be a small building with operable glass façade on Bay Street with a large canopy. Building C would face Sacramento Street with more than 20 feet of clear ceiling, potential for large openings in perimeter glazing, and a covered outdoor terrace finished with fluted panels. The electrical enclosure building in the southwestern portion of the Project Site would be wrapped in an artistic screen. Additionally, the Project would feature an outdoor courtyard that would serve as an open-air “forum” at the end of Bay Street and would connect to the paseo. The Project's common spaces, such as the pedestrian paseo and Building A's outdoor landscaped roof terrace, would combine social and professional environments that reflect the mixed-use nature of the Project. Furthermore, the occupiable levels of the proposed buildings would be elevated from two to four feet above the existing grade to protect against flooding. A rendering of the Project is included as Figure II-9 on page II-17. Cross-sections of the proposed buildings are included as Figure II-10 and Figure II-11 on pages II-18 and II-19, respectively.

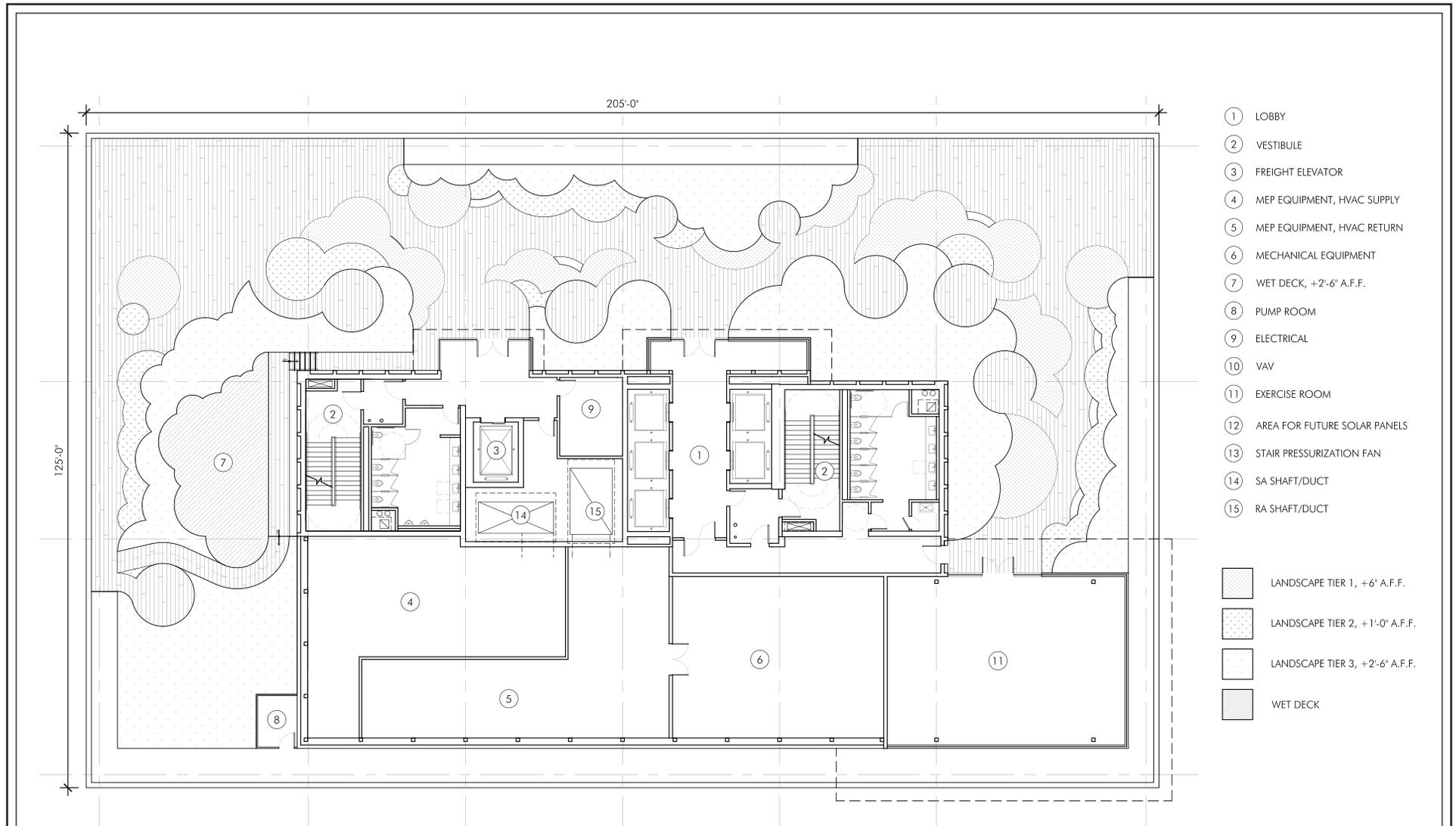
c. Open Space and Landscaping

While the City does not have open space requirements for commercial uses, the Project Site would include a landscaped pedestrian paseo connecting Bay and Sacramento Streets through the Project Site and an outdoor landscaped roof terrace on Building A. The pedestrian paseo, which would include tables and benches throughout, would incorporate various gathering zones including the open-air “forum” discussed previously, while the rooftop terrace would include tables, benches and a 592 square foot, 6-inch deep “wet deck” that tenants can walk and lounge in. The open-air “forum” would be partially screened from traffic and associated noise along Bay Street. Furthermore, the use of the Project's proposed outdoor activity areas (i.e., pedestrian paseo, outdoor forum, outdoor landscaped terrace, and roof terrace.) will be limited to the hours of 6:00 A.M. to 2:00 A.M. The pedestrian paseo



- ① ELEVATOR LOBBY
- ② ELECTRICAL
- ③ SA SHAFT/DUCT
- ④ RA SHAFT/DUCT
- ⑤ FREIGHT ELEVATOR
- ⑥ EXIT STAIR

Figure II-6
 Conceptual Site Plan—Building A Levels 2 through 9



- ① LOBBY
- ② VESTIBULE
- ③ FREIGHT ELEVATOR
- ④ MEP EQUIPMENT, HVAC SUPPLY
- ⑤ MEP EQUIPMENT, HVAC RETURN
- ⑥ MECHANICAL EQUIPMENT
- ⑦ WET DECK, +2'-6" A.F.F.
- ⑧ PUMP ROOM
- ⑨ ELECTRICAL
- ⑩ VAV
- ⑪ EXERCISE ROOM
- ⑫ AREA FOR FUTURE SOLAR PANELS
- ⑬ STAIR PRESSURIZATION FAN
- ⑭ SA SHAFT/DUCT
- ⑮ RA SHAFT/DUCT

-  LANDSCAPE TIER 1, +6' A.F.F.
-  LANDSCAPE TIER 2, +1'-0" A.F.F.
-  LANDSCAPE TIER 3, +2'-6" A.F.F.
-  WET DECK

Figure II-7
 Conceptual Site Plan—Building A Level 10 Penthouse

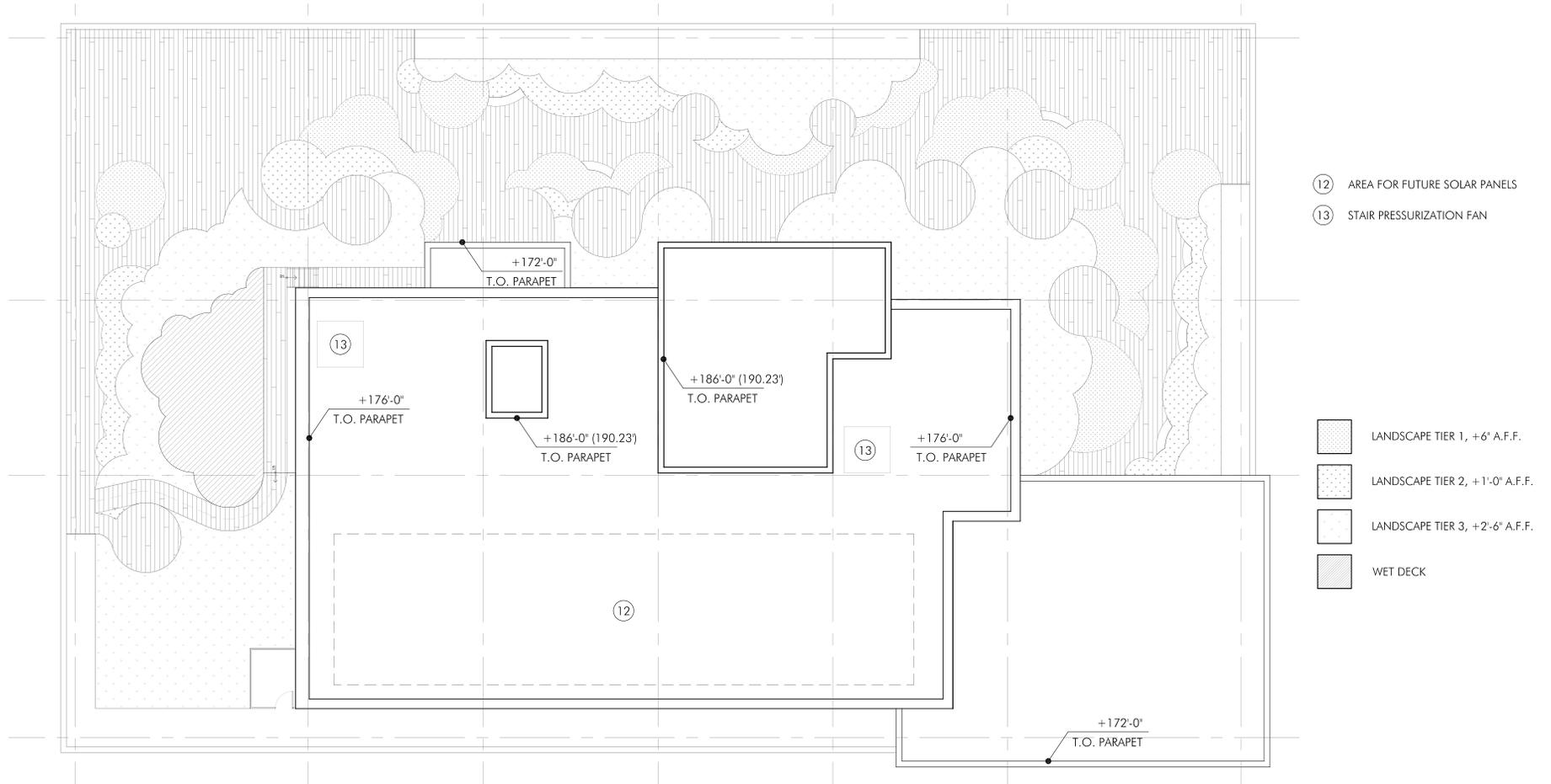


Figure II-8
 Conceptual Site Plan—Building A Rooftop



Figure II-9
Project Rendering – from Sacramento Street

Source: Shimoda Design Group, February 28, 2022.

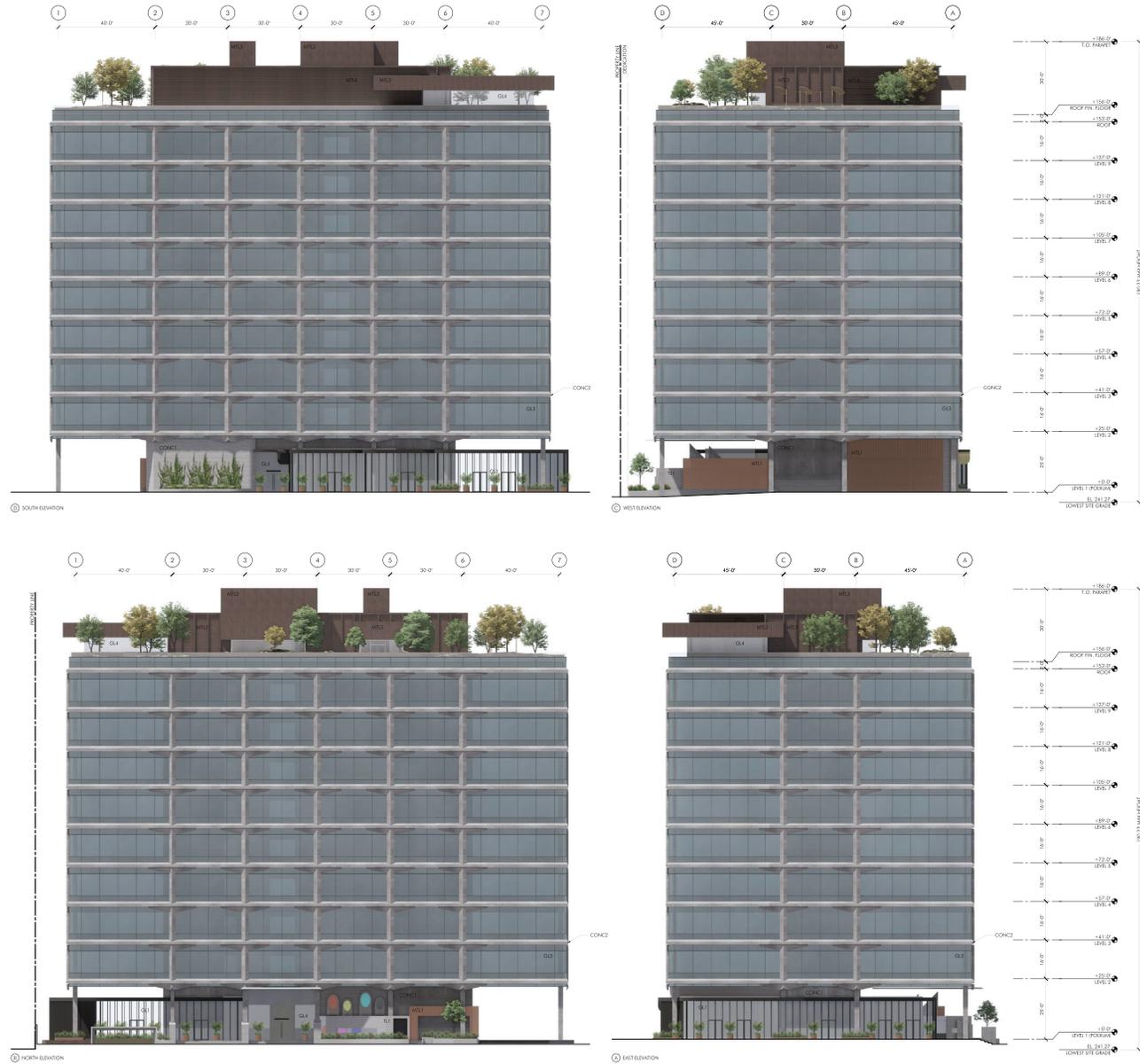


Figure II-10
Exterior Elevations – Building A

would be publicly accessible during business hours, while the roof terrace would be for Project office tenants.

As shown in Figure II-12 and Figure II-13 on pages II-21 and II-22, additional street trees would be planted along the Project Site's Sacramento Street frontage,⁶ while the pedestrian paseo and rooftop terrace would include potted trees and plants along with landscaping in fixed planters. In all, the Project would provide 9,518 square feet of landscaping including 3,493 square feet on ground level and 6,025 square feet on the rooftop terrace. Tree and plant species would be drought-tolerant and/or native species and would primarily require moist to dry soil conditions. Smart irrigation systems with flow sensors and drip tubing delivery systems would be used.

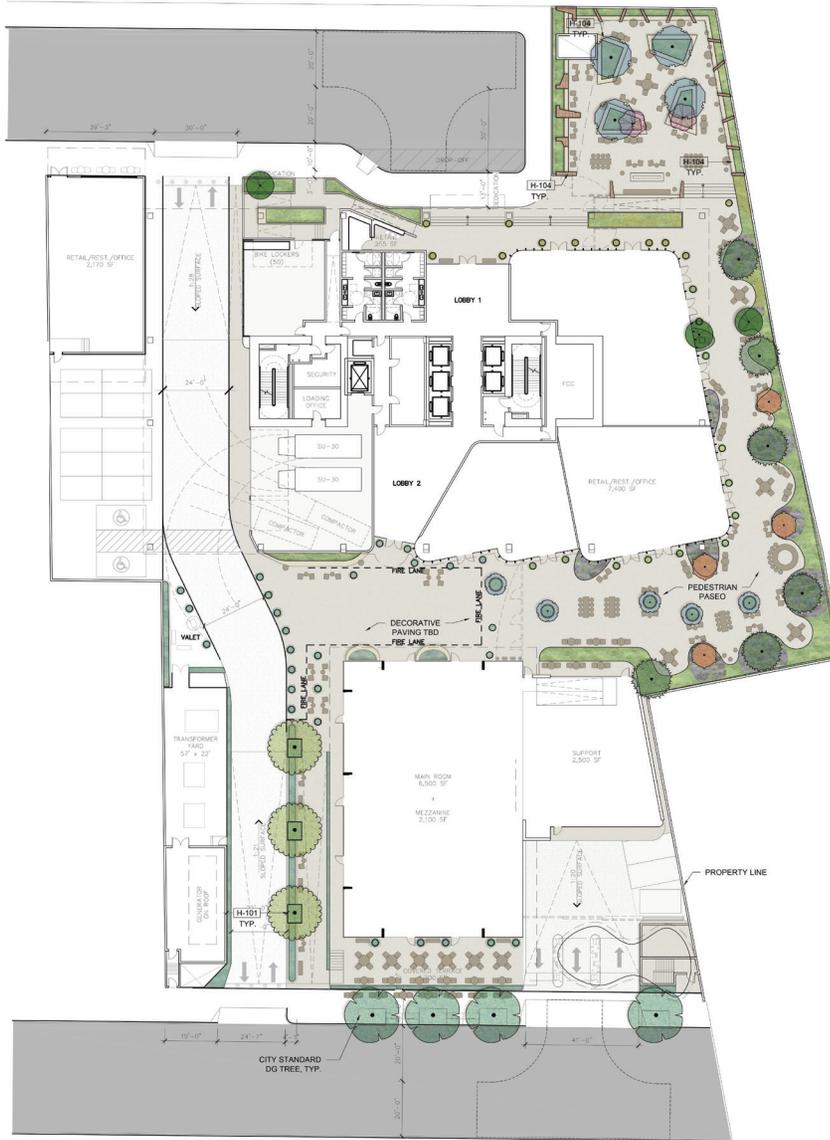
d. Access, Circulation, and Parking

As shown in Figure II-5 on page II-12, vehicular access to the ground level parking areas would be provided via an ingress/egress driveway on Bay Street and two ingress/egress driveways on Sacramento Street.

The driveway on Bay Street and the western driveway on Sacramento Street would have two lanes and would provide access to surface parking. The eastern driveway on Sacramento Street would have three lanes and provide access to the subterranean parking levels. Access for trash pickup and other freight vehicles would be provided via a loading dock within the ground level parking area. A proposed drop-off zone on Bay Street would provide a dedicated space for Project employees and patrons arriving via taxi or rideshare services.

Pedestrian access would be provided primarily via newly constructed sidewalks on Bay Street and Sacramento Street. Access to the ground floor retail and restaurant spaces would be provided via the sidewalks and the proposed pedestrian paseo. Access to Building A would be provided via dual lobbies, including a lobby accessible from Bay Street to the north and a lobby accessed from the south by the proposed pedestrian paseo. Access to Building B would be provided via Bay Street. Access to Building C would be provided via Sacramento Street and the pedestrian paseo. The Project Site is also situated within walking distance to other commercial businesses, including retail and restaurant uses, as well as creative loft and other residential spaces located in the Arts District area in proximity to 7th Street, Olympic Boulevard, and Alameda Street corridors, to the north, south, and west of the Project Site, respectively.

⁶ *There are no street trees along the Project Site's Bay Street frontage currently, and proximity to curb cuts and below grade utilities will not allow for new street trees. The exact quantity and location of street trees will be subject to review and approval by Urban Forestry during plan check.*



PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	QTY
	ACACIA STENOPHYLLA	SHOESTRING ACACIA	36" BOX	6
	ALOE BAINESII	TREE ALOE	24" BOX	4
	ARBUTUS X 'MARINA'	MARINA STRAWBERRY TREE	24" BOX	3
	CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	2
	KOELREUTERIA BIPINNATA	CHINESE FLAME TREE	48" BOX	3
	OLEA EUROPAEA 'SWAN HILL' TM	SWAN HILL OLIVE	36" BOX	5
	OLEA EUROPAEA 'SWAN HILL' TM	SWAN HILL OLIVE	60" BOX	4
	RHUS LANCEA	AFRICAN SUMAC	48" BOX	4

CONCEPT PLANT SCHEDULE

	SACRAMENTO STREET & VILLAGE DRIVE	353 SF			
	AGAVE ATTENUATA / FOXTAIL AGAVE	3	5 GAL	10% @ 42" oc	
	AGAVE ATTENUATA 'KARA'S STRIPES' / KARA'S STRIPES FOXTAIL AGAVE	5	5 GAL	10% @ 36" oc	
	AGAVE ATTENUATA 'NOVA' / NOVA FOXTAIL AGAVE	5	5 GAL	10% @ 36" oc	
	DIANELLA REVOLUTA 'DR5000' TM / LITTLE REV FLAX LILY	66	1 GAL	40% @ 18" oc	
	GRAVEL MULCH	108 SF	-	30%	
	PEDESTRIAN PASEO & BUILDING A PERIMETER	2,615 SF			
	ANGOZANTHOS X 'YELLOW GEM' / YELLOW GEM KANGAROO PAW	68	15 GAL	15% @ 30" oc	
	DIANELLA REVOLUTA 'DR5000' TM / LITTLE REV FLAX LILY	121	1 GAL	10% @ 18" oc	
	GRAVEL MULCH	785 SF	-	30%	
	KALIANHOE BEHARENSIS / FELT PLANT	9	15 GAL	5% @ 48" oc	
	MONSTERA DELICIOSA / SPLIT-LEAF PHILODENDRON	9	15 GAL	5% @ 48" oc	
	SARSEYERA MASONIANA / MASON'S CONGO	34	5 GAL	5% @ 24" oc	
	SENECIO MANDRALISCAE 'BLUE CHALK STICKS' / SENECIO	272	1 GAL	10% @ 12" oc	
	SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS	544	1 GAL	20% @ 12" oc	
	OUTDOOR FORUM	525 SF			
	ACACIA COGNATA 'COUSIN IT' / RIVER WATTLE	16	5 GAL	25% @ 36" oc	
	EUPHORBIA CHARACIAS 'BRUCE'S DWARF' / DWARF EUPHORBIA	35	5 GAL	25% @ 24" oc	
	ROSMARINUS OFFICINALIS 'PROSTRATUS' / DWARF ROSEMARY	22	5 GAL	25% @ 30" oc	
	TRACHELOSPERMUM JASMINOIDES / CHINESE STAR JASMINE	61	1 GAL	25% @ 18" oc	
	TOTAL:	5,493 SF			

REFERENCE NOTES SCHEDULE

SYMBOL	HARDSCAPE DESCRIPTION	QTY	DETAIL
	FIBERGLASS PLANTER 48" X 48" X 28" T		
	CUSTOM SEATWALL		

Figure II-12
Planting Plan – Ground Level



PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT.	QTY
	ACACIA STENOPHYLLA	SHOESTRING ACACIA	48" BOX	5
	CERODIUM X 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE	36" BOX	5
	OLEA EUROPAEA 'SWAN HILL' TM	SWAN HILL OLIVE	48" BOX	4

CONCEPT PLANT SCHEDULE

ROOFTOP GARDEN	6,025 SF			
AGAVE ATTENUATA / FOXTAIL AGAVE	25	5 GAL	5% @ 42" oc	
ANIGOSANTHOS X 'YELLOW GEM' / YELLOW GEM KANGAROO PAW	101	15 GAL	10% @ 30" oc	
BESCHORNERIA YUCCOIDES 'BESYS' / FLAMINGO GLOW AMOLE	26	15 GAL	5% @ 42" oc	
DIANELLA REVOLUTA 'DRODRO' TM / LITTLE REV FLAX LILY	279	1 GAL	10% @ 18" oc	
ECHINUM CANDICANS / PRIDE OF MADERA	79	5 GAL	20% @ 48" oc	
SENECIO MANDRALISCAE 'BLUE CHALK STICKS' / SENECIO	627	1 GAL	10% @ 12" oc	
SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS	1,253	1 GAL	20% @ 12" oc	
WESTRINGIA FRUTICOSA 'SMOKEY' / SMOKEY WESTRINGIA	314	15 GAL	20% @ 24" oc	

Figure II-13
Planting Plan – Building A Rooftop Terrace

Public transit service in the vicinity of the Project Site is currently provided by multiple local and regional bus lines, several of which provide connections to Downtown subway stations, including the Los Angeles County Metropolitan Transit Authority (Metro) B and D (Red and Purple) Lines Pershing Square Station and the Metro B, D, A, and E (Red, Purple, Blue, and Expo) Lines 7th Street/Metro Center Station. In particular, Metro provides a bus stop for Metro Local Line 60 located at the corner of South Santa Fe Avenue and Violet Street, approximately 580 feet northwest of the Project Site. A total of two other bus lines, local lines Metro 18, and Metro 62 have stops within a quarter mile of the Project Site. Metro Local Line 66 and Metro Rapid Line 720 currently serve the Project Site via stops located within approximately a half mile along Alameda Street/7th Street, and Olympic Boulevard. Additionally, the Greyhound Bus Terminal is located northwest of the Project Site on 7th Street, which provides inter-city bus service to various locations outside of the Los Angeles area.

Based on Los Angeles Municipal Code (LAMC) requirements under Section 12.21.4.X.3 for the proposed land uses, the Project would be required to provide 444 parking spaces. The Project proposes 711 parking spaces that would be located within up to four subterranean levels and the ground level.⁷ The Project would comply with California Green Building Standards (CALGreen) Code and City of Los Angeles requirements for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking area. Specifically, 30 percent (i.e., 213) of the proposed parking spaces would be EV ready spaces and 10 percent (i.e., 71) of the proposed parking spaces would be further equipped with EV charging stations. Since the Project's location at the terminus of a dead-end street does not provide an abundance of surrounding public parking, it is essential that the Project is able to accommodate its anticipated parking demand, while not exacerbating the shortage of available surrounding on-street parking by under-serving the Project. As such, the additional parking spaces are necessary to meet the demand of prospective office and retail/restaurant tenants. The Project's parking ratio would be comparable to those applied to other office properties within the Arts District (i.e., At Mateo, 4th & Traction, The Row, Produce LA, 2130 Violet and Ford Factory). In addition, the Project's parking areas could be repurposed in the future as transit options expand within the vicinity.

⁷ *The Project would exceed this requirement by providing 711 vehicle parking spaces within the four subterranean levels and ground level. Since the Project's location at the terminus of a dead-end street does not provide an abundance of surrounding public parking, it is essential that the Project is able to accommodate its anticipated parking demand, while not exacerbating the shortage of available surrounding on-street parking by under-serving the Project. As such, the additional parking spaces are necessary to meet the demand of prospective office and retail/restaurant tenants. The Project's parking ratio would be comparable to those applied to other office properties within the Arts District (i.e., At Mateo, 4th & Traction, The Row, and Ford Factory). In addition, the Project's parking areas could be repurposed in the future as transit options expand within the vicinity.*

Also, based on LAMC requirements under Section 12.21 A.16(a)(2) for the proposed uses, the Project would be required to provide 71 bicycle parking spaces and proposes 78 bicycle parking spaces, including 28 short-term spaces and 50 long-term spaces.

e. Lighting and Signage

Exterior lighting along the public areas would include pedestrian-scale (i.e., lower to the ground, spaced closer together) fixtures. Exterior lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the Project Site. Project lighting would be designed to minimize light trespass from the Project Site and would comply with all LAMC requirements. All new street and pedestrian lighting within the public right-of-way along Bay Street and Sacramento Street would comply with applicable City regulations and would require approval from the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties.

Proposed signage would include wall-mounted Project identity signage, building and commercial tenant signage, and general ground-level and wayfinding pedestrian signage. Wayfinding signs would be located at parking garage entrances, elevator lobbies, vestibules, and corridors. All signage would meet the requirements of the LAMC.

f. Site Security

During construction of the Project, temporary security measures including security fencing, lighting, and locked entry would be implemented to ensure security of the Project Site. The Applicant would also implement the following features to enhance on-site safety during operation of the Project:

- Lobby areas are designed to be visible from the public streets and/or proposed pedestrian paseo.
- Building entrances and exits, spaces around buildings, and pedestrian walkways are designed to be open and in view of surrounding sites.
- Public spaces are designed to be easily patrolled and accessed by safety personnel.
- Restrooms and other common facilities would be located in convenient and accessible areas in order to increase use and safety.

- Sufficient lighting of building entries and walkways would be provided to facilitate pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.
- Sufficient lighting of parking areas, elevators, and lobbies would be provided to maximize visibility and reduce areas of concealment.
- Access controls in the forms of private on-site security, alarm systems, a closed circuit security camera system, and keycard entry would be included for the creative office building and the parking areas. The Project would also provide security gates and fencing for the buildings and pedestrian paseo to provide added protection to Project tenants and property during off hours.

g. Sustainability Features

The Project would utilize state-of-the-art green building technology initiatives and eco-friendly sustainability practices. The Project would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. As a basis of submission, the Project would follow City of Los Angeles Standards and the versions of the California Building Code, California Energy Code, and City Building Code in force at the time of building permit application submission. These standards are intended to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The Project would be designed to achieve U.S. Green Building Council's (USGBC) Leadership in Energy Efficiency and Design (LEED) Silver equivalent.

Specific sustainable elements integrated within the Project in compliance with CALGreen requirements would include:

- Use of daylighting where feasible in the Project to reduce the electrical consumption load and maximize natural light for occupants.
- Use of drought resistant landscaping to reduce irrigation water use.
- Implementation of Low Impact Development (LID) Best Management Practices (BMPs) to delay or reduce storm water discharge, and improve the quality of storm run-off (e.g., infiltration systems, stormwater capture and use, etc.).
- Use of fixtures, irrigation systems and integrated building monitoring systems that can reduce water use.
- Implementation of a TDM program.
- Re-use of existing commercial land.

- Implementation of a bike parking system in accordance with City requirements.
- Implementation of energy-efficient site lighting and design to meet Title 24 lighting density control standards.
- Placement of more than 50 percent of parking under the building and use of landscaping to address heat island effect.
- Implementation of building systems designed to avoid the use of heating, refrigeration, and fire suppression systems that include chlorofluorocarbons or halon compounds.
- Use of building energy modeling to improve energy performance.
- Implementation of energy efficient building envelope design, including high performance glazing, cool roof, and optimized insulation levels.
- Use of energy efficient lighting and HVAC equipment.
- Implementation of building commissioning practices to fine-tune energy using system performance.
- Implementation of building energy management controls system to optimize energy performance on an ongoing basis.
- Implementation of a construction waste management plan.
- Implementation of indoor environmental quality measures.

In addition, the Project would provide rooftop solar panels and a battery in excess of current requirements.⁸

In addition, 30 percent of the Project's parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of spaces would be further equipped with EV charging stations as required by City of Los Angeles Ordinance 186,485 and Ordinance 186,488.

Furthermore, in accordance with CEQA Guidelines Appendix F, this Draft EIR provides further information as to energy conservation, energy implications, and the energy-consuming

⁸ *Building permits applications submitted prior to January 1, 2023, are subject to the requirements of the current version of the California Energy Code (Title 24, Section 110.10) which, given the type, size, and number of stories of the proposed buildings, only requires the reservation of roof space for solar atop the proposed 10-story building. Building permits submitted on or after January 1, 2023, will be subject to the 2022 version of the code which will require the installation of solar panels and a battery.*

equipment and processes that would be used during Project construction and operation. Design features of the Project, energy supplies that would serve the Project, and total estimated daily vehicle trips that would be generated by the Project are also analyzed. An analysis of the Project's consistency with Appendix F is provided in Section IV.C, Energy, of this Draft EIR.

h. Anticipated Construction Schedule

Construction of the Project would commence with demolition of the existing buildings, followed by grading and excavation. Building foundations would then be laid, followed by building construction and landscape installation. Project construction is anticipated to begin in 2023 and be completed by 2025 after a duration of 30 months. The construction haul route from the Project Site is anticipated to be via Bay Street or Sacramento Street, then to Santa Fe Avenue, and then to I-10. The Project may require excavation up to 42 feet below ground surface. In addition, it is estimated that approximately 140,000 cubic yards would be exported from the Project Site.⁹

5. Requested Permits and Approvals

The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to LAMC Section 12.32-Q, a Vesting Zone and Height District Change from M3-1-RIO to M3-2D-RIO.
- Pursuant to LAMC Section 12.24-W.1, a Master Conditional Use Permit to allow the sale and/or dispensing of a full line of alcoholic beverages for on- and off-site consumption for up to six establishments.
- Pursuant to LAMC Section 16.50, Site Plan Review for the construction of a mixed-use commercial building with 222,189 square feet of floor area.
- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map with one ground lot and four commercial condominium units and a Haul Route for the export of approximately 140,000 cubic yards of soil
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading

⁹ *Subsequent to the publication of the Initial Study, the Project was revised to include up to four levels of subterranean parking rather than two levels of subterranean parking. However, the change in the number of levels of subterranean parking does not change the depth of excavation or soil export numbers provided in the Initial Study.*

permits, excavation permits, haul route approval, foundation permits, building permits, and sign permits.