Appendix C2

Historical Resources Technical Report



HISTORICAL RESOURCES TECHNICAL REPORT

4th and Hewitt Project
900-926 E. 4th Street/406-414 S. Colyton Street/405-423 S. Hewitt Street, Los Angeles

February 4, 2022

HISTORIC RESOURCES GROUP

12 S. Fair Oaks Avenue, Suite 200, Pasadena, CA 91105-3816
Telephone 626 793 2400, Facsimile 626 793 2401
www.historicresourcesgroup.com

745447328.1

PREPARED FOR

Mayer Brown LLP
350 S. Grand Avenue, 25th floor
Los Angeles, CA 90071-1503

HISTORICAL RESOURCES TECHNICAL REPORT

4th and Hewitt Project

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The proposed project at 4th and Hewitt (the "Project") would redevelop the property at 900-926 E. 4th Street/406-414 S. Colyton Street/405-423 S. Hewitt Street in the City of Los Angeles (the "Project Site"). The Project would retain the existing 7,800-square-foot building formerly occupied by the A+D Museum; demolish the remaining buildings on the Project Site; and construct a new 286-foot, 18-story commercial office building ("Office Building").[1] The purpose of this report is to determine if historical resources as defined by the California Environmental Quality Act (CEQA)[2] are present on or adjacent to the Project Site, and if so, to identify potential impacts to historical resources as a result of the Project. This report is intended to inform environmental review of the Project.

The Project Site is composed of six contiguous parcels situated on the south side of E. 4th Street between S. Colyton Street on the west and S. Hewitt Street on the east, in the Arts District neighborhood of Los Angeles. The Project Site is currently developed with four buildings, including a one-story, 7,800-square-foot industrial building, formerly occupied by the Architecture and Design ("A+D") Museum; an associated 1,000-square-foot detached storage building; a one-story, 6,030-square-foot office building, occupied by Miller Law Associates; and an associated garage/storage building.

The Project Site and surrounding area were surveyed by SurveyLA, Los Angeles' citywide survey of historical resources, as part of the survey for the Central City North Community Plan Area (CPA), completed in September 2016. According to SurveyLA methodology, properties were evaluated for individual eligibility and as potential contributors to historic districts, using relevant contexts and themes developed in the Citywide Historic Context Statement,[3] and established eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and for designation as City of Los Angeles Historic-Cultural Monuments (HCMs) or Historic Preservation Overlay Zones (HPOZs). None of the properties comprising the Project Site were identified in SurveyLA as being individually eligible for historic listing or designation. In addition, none of these buildings are listed in the Built Environment Resource Directory (BERD), a database maintained by the California Office of Historic Preservation (OHP) of previously evaluated resources throughout the state. No information related to the buildings on the Project Site was located as part of the records search conducted by the South Central Coastal Information Center. As outlined in guidance provided by the City's Office of Historic Resources, if a SurveyLA finding is not in question, a re-assessment of significance and eligibility evaluation for an individual resource or a historic district is not required.[4] This report accepts these

[1] The Office Building would have a maximum height of 297 feet, including the elevator shaft/overrun.
[2] California PRC § 21084.1.
[3] SurveyLA, Los Angeles Historic Resources Survey, Los Angeles Citywide Historic Context Statement, August 2016.
[4] "Requirements for Historical Resources Assessment Reports," prepared by the City of Los Angeles Office of Historic Resources, July 2017.

SurveyLA findings and therefore does not re-evaluate these properties for potential individual eligibility.

However, SurveyLA did identify the potential *Downtown Los Angeles Industrial Historic District*, comprising the industrial zone east of downtown between the Alameda Street corridor and the Los Angeles River, as a potential historic district eligible for listing in the National Register of Historic Places and the California Register of Historical Resources, and for local designation as a Los Angeles Historic Preservation Overlay Zone (HPOZ). The Project Site is situated within the identified boundaries of this potential historic district. All four of the buildings occupying the Project Site were evaluated by SurveyLA as non-contributors to the district. This report accepts these SurveyLA findings and does not re-evaluate the potential *Downtown Los Angeles Industrial Historic District* or the identification of which properties are considered contributing or non-contributing elements within the district boundary. For CEQA purposes, contributing elements are treated as contributing features to a historic district; the historic district is the historical resource. Non-contributing elements are not treated as contributing features to a historical resource. Therefore, the potential *Downtown Los Angeles Industrial Historic District* as identified by SurveyLA is treated herein as a historical resource as defined by CEQA and potential impacts of the Project to the potential historic district as a whole are analyzed in this report.

The Project does not propose to demolish or physically alter any contributing buildings, nor would it result in the alteration or loss of any of the additional physical features that contribute to the potential historic district's historic significance. However, the Project does have the potential to directly or indirectly alter contributing buildings immediately adjacent to the Project Site. Contributing buildings that border the Project Site are more likely to be adversely impacted by the Project, specifically by alteration to the immediate setting of the resources in the vicinity, or by construction activities that have the potential to de-stabilize adjacent properties. Contributing buildings that are physically separated from the Project Site by other buildings or streets, or by additional distance, are less likely to be adversely impacted due to this spatial separation.

The new construction would partially alter the integrity of setting for five contributing properties adjacent to or across from the Project Site. None of these properties were identified by SurveyLA as being individually eligible for historic designation and this report accepts those survey findings; therefore, only those potential impacts to the historic district overall as a result of changes to the setting within the district boundary are considered. Despite the alteration of the surroundings of these adjacent contributing buildings, they would continue to convey their significance as part of the *Downtown Los Angeles Industrial Historic District* and would remain contributors to the potential historic district. Additionally, the Project would not alter views or spatial relationships among contributing properties in the immediate vicinity. Therefore, there would be no significant impact to the potential historic district because of changes to the setting within the historic district as a result of new construction.

The Project does have the potential to compromise the structural integrity of two contributing properties (as identified by Survey LA and accepted by this report) in the immediate vicinity of the Project Site, due to potential structural vibration impacts during construction of the Project.[5] Neither of these properties were identified by SurveyLA as being individually eligible for historic designation and this report accepts those survey findings; therefore, only those potential impacts to the historic district overall as a result of the potential loss of two contributors is considered. The potential loss of both contributing properties would be an extreme scenario, and efforts to avoid or lessen potential vibration impacts are discussed further below. Nonetheless, assuming a scenario wherein these two contributing properties were damaged or destroyed by structural vibration impacts to the extent that they could no longer convey their significance as contributors to the potential historic district, the number of district contributors would be reduced from 104 to 102, or from approximately 53 percent to approximately 52 percent. The Project would have a negligible impact on the overall integrity of the potential historic district. The majority of individual buildings within the district would remain district contributors. The district would also retain the other physical features which contribute to its significance. Thus, even with an assumed loss of two contributing properties to the potential *Downtown Los Angeles Industrial Historic District* due to structural vibration impacts, the impact to the historic district itself would remain less than significant.

Despite a finding of a less than significant impact to a historical resource, mitigation measures that are presented in the Noise and Vibration Impact Analysis for this Project to address potentially significant impacts to nearby buildings are disclosed herein. With these mitigation measures, the Project would reduce potentially significant structural vibration impacts to nearby buildings to less than significant, including to the two contributing properties to the potential *Downtown Los Angeles Industrial Historic District* as identified in this report. However, as some of the mitigation measures require the consent of other property owners, implementation of the provided measures cannot be guaranteed. Thus, it is conservatively concluded that structural vibration impacts to nearby buildings, including to the two contributing properties to the potential historic district, would be significant and unavoidable, as outlined in the Noise and Vibration Impact Analysis. However, even assuming this extreme scenario, the impact to the potential *Downtown Los Angeles Industrial Historic District* would remain less than significant.

A cumulative impact analysis based upon six Related Projects within the boundaries of the potential *Downtown Los Angeles Industrial Historic District* finds that one project would result in the loss of one district contributor due to re-evaluation as a non-contributor, and thus would contribute to cumulative impacts to the potential historic district. Combined with the assumed

[5] The Noise and Vibration Impact Analysis conducted for this Project identified three nearby properties as potentially subject to structural vibration impacts: 418 S. Colyton Street, 424 S. Colyton Street, and 427 S. Hewitt Street. Of these properties, two are contributors to the potential *Downtown Los Angeles Industrial Historic District* as evaluated by SurveyLA, and therefore are relevant to this historical resources impact analysis. The property at 418 S. Colyton Street is not a contributor to the potential historic district.

loss of two contributing properties from the Project, the number of district contributors could potentially be reduced from 104 to 101, or from approximately 53 percent to approximately 52 percent. As the majority of individual buildings within the district would remain district contributors, and the district would also retain the other physical features which contribute to its significance, the district would remain eligible for historic listing or designation. Therefore, the combined impact of the Project and Related Projects to the potential *Downtown Los Angeles Industrial Historic District* would not be cumulatively considerable.

After construction of the Project, the potential historic district would retain the majority of the components that make up its historic character and would continue to convey its historic significance as Los Angeles' primary industrial district from the late-19th century through World War II. Despite the proposed new construction, the significance and integrity of the potential historic district would not be materially impaired by the Project. As such, it would remain eligible for listing in the National Register and California Register, and for local designation as a Los Angeles HPOZ. For these reasons, the Project would result in less than significant impacts to the potential *Downtown Los Angeles Industrial Historic District*, which is a historical resource as defined by CEQA. Therefore, this analysis finds that the Project to redevelop the property at 900-926 E. 4th Street/406-414 S. Colyton Street/405-423 S. Hewitt Street would not result in a substantial adverse change in the significance of a historical resource, and therefore would not have a significant effect on the environment as defined by CEQA.

Project Location

The Project Site is situated on the south side E. 4th Street between S. Colyton Street and S. Hewitt Street, in the Arts District neighborhood of downtown Los Angeles. Located within the Central City North CPA, the Project Site spans approximately 1.3 acres, bounded by 4th Street to the north; Colyton Street to the west; Hewitt Street to the east; and industrial/warehouse and commercial uses to the south. The Project Site is located approximately 0.35 miles east of the Los Angeles River, 0.10 miles west of S. Alameda Street, 0.75 miles south of Highway 101, and approximately one mile north of the Santa Monica Freeway (Interstate 10). *[For a Project Location Map, see Figure 1 below.]*

The Project Site is composed of six contiguous parcels, including Assessor Parcel Numbers (APN) 5163-022-001, 5163-022-002, 5163-022-003, 5163-022-005, 5163-022-022, and 5163-022-023. Taken together, these parcels span 57,103 square feet, or approximately 1.31 acres. *[For a Project Site Map (Parcels), see Figure 2 below.]*

TABLE 1: PROJECT SITE PARCEL INFORMATION

APN	Parcel Address	Area (sf)[6]
5163-022-001	926 E. 4th Street	6,959 sf
5163-022-002	906-910 E. 4th Street	5,002 sf
5163-022-003	900-904 E. 4th Street/406-408 S. Colyton Street	10,012 sf
5163-022-005	414 S. Colyton Street	7,506 sf
5163-022-022	405 S. Hewitt Street	27,624 sf
5163-022-023	407-423 S. Hewitt Street	
TOTAL		57,103 sf (1.31 acres)

The Project Site occupies flat terrain amid the modified street grid of the Arts District. The Project Site is currently developed with four buildings. These include a one-story, 7,800-square-foot industrial building, formerly occupied by the Architecture and Design ("A+D") Museum (Building A)[7]; an associated 1,000-square-foot detached storage building (Building B); a one-story office building, occupied by Miller Law Associates (Building C); and an associated garage/storage building (Building D).[8] Current on-site operations include a recently vacated

[6] Parcel square footage as provided by the Applicant.
[7] At the time that the Notice of Preparation for the Project was issued (September 20, 2017), the 7,800-square-foot existing building was occupied by the A+D Museum. In the summer of 2020, the A+D Museum moved out of the building and began operating virtually. The building is currently vacant. While there are no plans for reoccupation as of the date of this study, it is anticipated that the building would be re-occupied with a use that is consistent with recent uses, such as the A+D Museum, for which the building interior is customized. The Project's requested discretionary approvals would not physically alter the 7,800-sf building.
[8] Buildings C and D have a combined square footage of 6,030. Building square footage as provided by the Applicant.

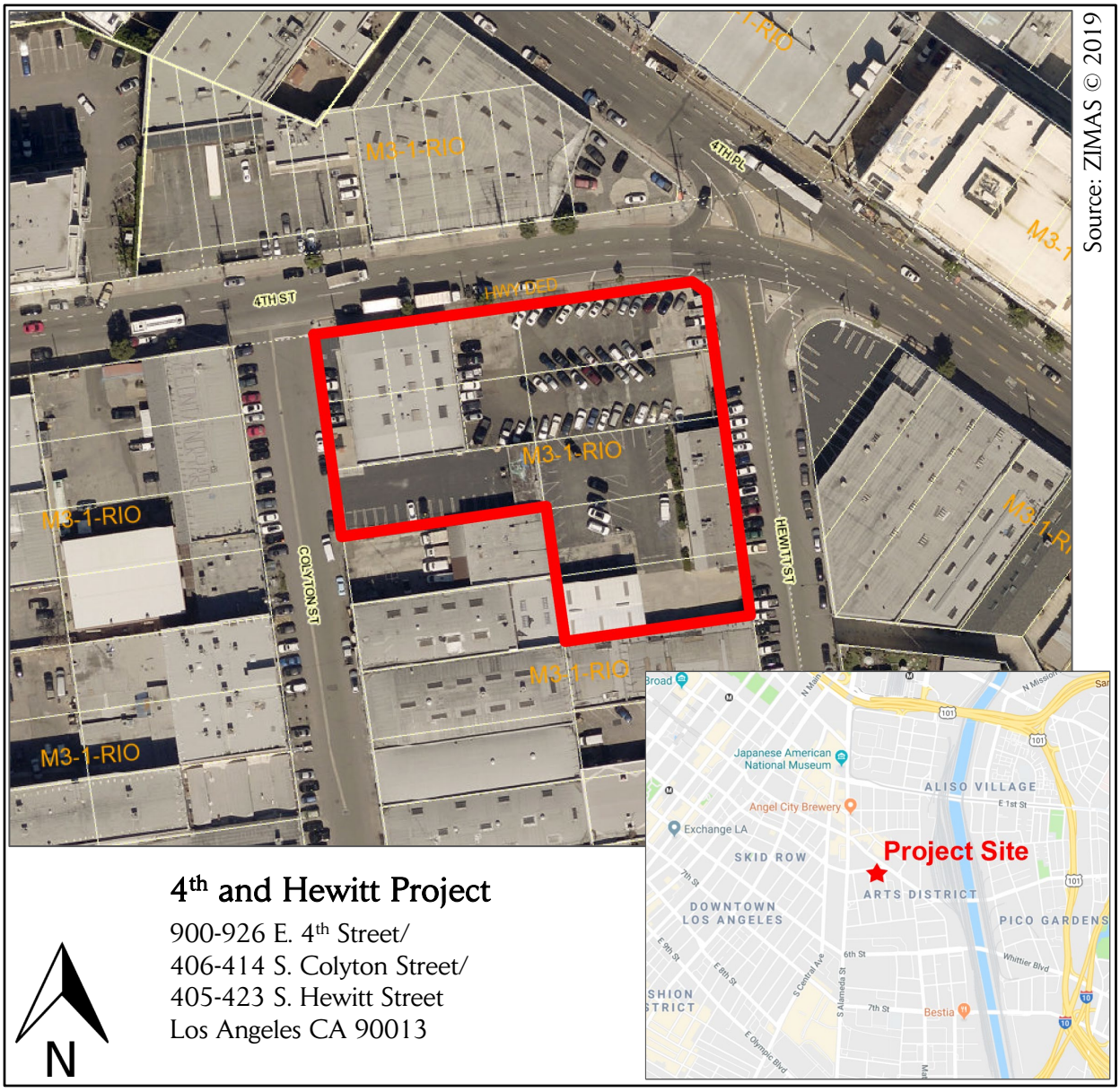
museum, office, and storage. The remainder of the Project Site consists of approximately 39,751 square feet of surface parking lots. *[For a Project Site Map (Buildings), see Figure 3 below.]*

TABLE 2: PROJECT SITE BUILDING INFORMATION

Building No.	Address[9]	Description	Current Use/Tenant
A	900-906 E. 4th Street	One-story, 7,800 sf industrial building	Vacant, formerly occupied by the A+D Museum
B	412-414 S. Colyton Street	One-story, 1,000 sf storage building	Associated with the 7,800-sf industrial building
C	405-417 S. Hewitt Street	One-story office building	Miller Law Associates
D	419-423 S. Hewitt Street	One-story garage/storage building	Associated with Miller Law Associates

[9] Address for these buildings vary among sources. The addresses provided herein have been compiled from various sources—including tax assessor records, building permits, and Sanborn maps—and represent the full range of addresses associated with each building over time. For simplicity going forward, this report refers to the Project Site buildings as Building A, B, C and D.

FIGURE 1: PROJECT LOCATION MAP



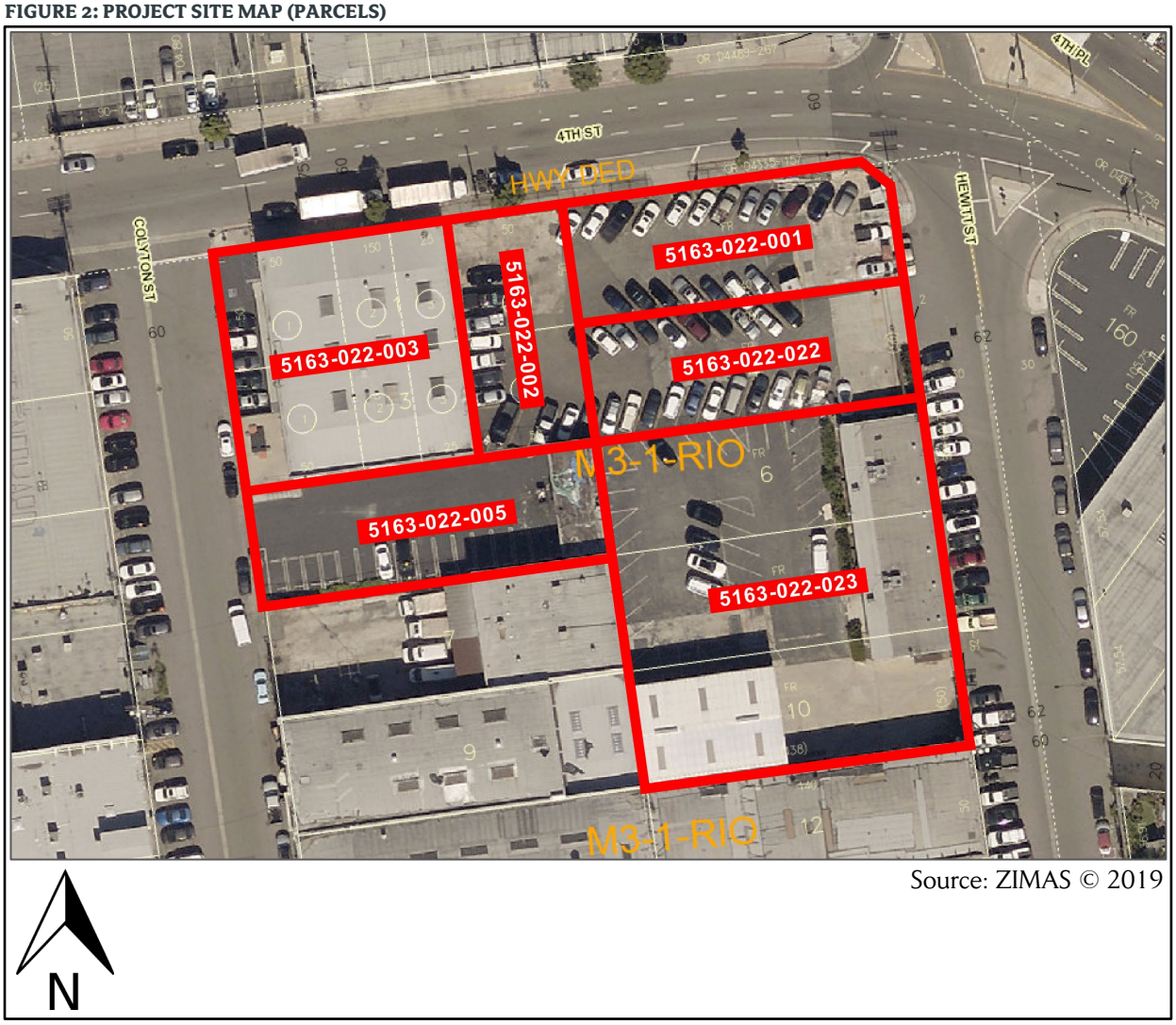
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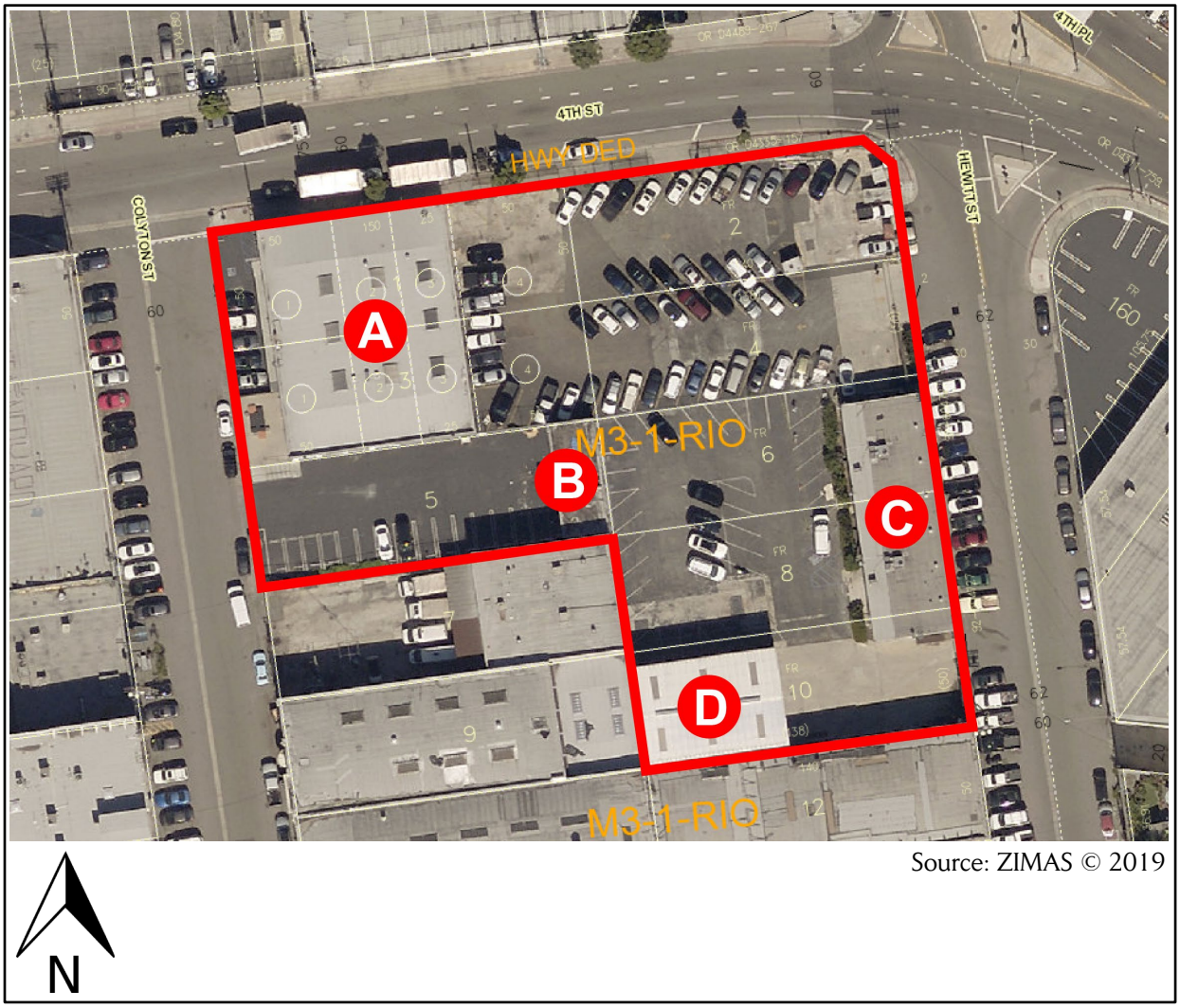
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FIGURE 2: PROJECT SITE MAP (PARCELS)



Source: ZIMAS © 2019

FIGURE 3: PROJECT SITE MAP (BUILDINGS)



Source: ZIMAS © 2019

Project Description[10]

The Project would redevelop the property at 900-926 E. 4th Street/406-414 S. Colyton Street/405-423 S. Hewitt Street. The Project would retain the existing building formerly occupied by the A+D Museum (Building A); demolish an existing storage building (Building B), the office building (Building C) and associated garage/storage building (Building D), and approximately 39,751 square feet of surface parking lots; and construct a new commercial Office Building. The Applicant is LIG – 900, 910 and 926 E. 4th St., 405-411 S. Hewitt St., LLC.

The Office Building would be 18 stories and 297 feet in height,[11] and contain approximately 327,976 square feet of office space and 8,149 square feet of ground level commercial uses. Specifically, the Project would total approximately 343,925 square feet of gross floor area, which would consist of approximately 7,800 square feet of the existing building formerly occupied by the A+D Museum and approximately 336,125 square feet of the Office Building. The Office Building would be composed of approximately 8,149 square feet of ground floor food and beverage space, 311,682 square feet of commercial office space, and 16,294 square feet of office exterior common areas. In order to provide pedestrian access, the Project would also include a landscaped outdoor plaza and passageway that connects Colyton and Hewitt streets, as well as direct access into Building A from Colyton Street and into the Office Building from Colyton and Hewitt streets. The ground floor area would provide short- and long-term bicycle parking spaces as well as amenities such as showers for bicyclists. Vehicle parking spaces would be provided on three subterranean levels and on the 2nd through 5th floors of the Office Building. Office space would comprise the 6th through 17th floors, with a small amount of office space on the 18th floor. In addition to the ground floor plaza and passageway, outdoor amenity spaces, balconies, and/or decks would be provided on the 6th through 16th floors for commercial tenants. The Office Building would include 18 stories, with mechanical equipment also located on the 18th rooftop level. The main structure would rise to a maximum height of 297 feet to the top of the elevator shaft/overrun (the height to the top of the parapet would be 292 feet). The Project's proposed floor area ratio (FAR) would be approximately 6:1.

[For selected Project plans and renderings, see Appendix F.]

[10] Project description as provided by the Applicant.
[11] The Office Building would have a maximum height of 297 feet, including the elevator shaft/overrun.

Research and field inspection were conducted in order to prepare the site development history and inform the analysis in this report. A site visit was conducted on September 26, 2019 to examine and photograph the existing conditions of the Project Site and immediately surrounding area.

This report was prepared using sources related to the history and development of each building. The following sources were consulted:

- Los Angeles County tax assessor records
- Building permits
- Sanborn Fire Insurance maps
- Aerial photographs
- City directories
- Newspaper articles
- Other primary and secondary sources relevant to the history of the site
- Field inspection of the Project Site and vicinity
- Plans and drawings of the Project
- SurveyLA Citywide Historic Context Statement
- SurveyLA Central City North Community Plan Area Historic Resources Survey Report and survey findings

Research, field inspection, and analysis were performed by Christine Lazzaretto, Managing Principal; and Kari Fowler, Senior Preservation Planner; both of whom are qualified professionals who meet or exceed the *Secretary of the Interior's Professional Qualification Standards*.

Historical Resources under CEQA

CEQA requires that environmental protection be given significant consideration in the decision-making process. Historical resources are included under environmental protection. Thus, any project or action which constitutes a substantial adverse change on a historical resource also has a significant effect on the environment and shall comply with the State CEQA Guidelines.

When the California Register of Historical Resources was established in 1992, the Legislature amended CEQA to clarify which cultural resources are significant, as well as which project impacts are considered to be significantly adverse. A "substantial adverse change" means "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

CEQA defines a historical resource as a resource listed in, or determined eligible for listing, in the California Register of Historical Resources. All properties on the California Register are to be considered under CEQA. However, because a property does not appear on the California Register does not mean it is not significant and therefore exempt from CEQA consideration. All resources determined eligible for the California Register are also to be considered under CEQA.

The courts have interpreted CEQA to create three categories of historical resources:

- *Mandatory historical resources* are resources "listed in, or determined to be eligible for listing in, the California Register of Historical Resources."
- *Presumptive historical resources* are resources "included in a local register of historical resources, as defined in subdivision (k) of § 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of § 5024.1" of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- *Discretionary historical resources* are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.[12]

To simplify the first three definitions provided in the CEQA statute, an historical resource is a resource that is:

- Listed in the California Register of Historical Resources (California Register);
- Determined eligible for the California Register by the State Historical Resources Commission; or

[12] *League for the Protection of Oakland's Architectural and Historic Resources vs. City of Oakland*, 52 Cal. App. 4th 896, 906-7 (1997).

- Included in a local register of historical resources.

Section 15064.5 of the CEQA Guidelines (CCR, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. An historical resource is a resource that is:

- Identified as significant in an historical resource survey meeting the requirements of Public Resources Code § 5024.1(g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (PRC § 5024.1, Title 14, CCR, § 4852).

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of § 5024.1, does not preclude a lead agency from determining that the resource may be an "historical resource" for purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. Properties designated by local municipalities can also be considered historical resources. A review of properties that are potentially affected by a project for historic eligibility is also required under CEQA.

Historic Designations

Historic resources may be designated at the federal, state, and local levels. Properties located in the City of Los Angeles can be listed in the National Register of Historic Places, listed in the California Register of Historical Resources, and/or designated as a City of Los Angeles Historic-Cultural Monument. In order for a property to qualify for historic listing or designation, it must meet one or more identified criteria for evaluation. The property must also retain sufficient historic integrity to evoke the sense of place and time with which it is historically associated.

National Register of Historic Places

The National Register of Historic Places was authorized by the National Historic Preservation Act of 1966 to serve as an authoritative guide to the nation's historic places worthy of preservation.[13] The National Register Program is administered by the National Park Service, U.S. Department of the Interior.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the

[13] 36CFR60 § 60.2.

National Register is primarily honorary and does not in and of itself provide protection of a historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.[14]

Historic Significance

As defined by the National Park Service, *historic significance* is "the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, state, or the nation."[15] It is achieved in several ways:

- Association with important events, activities or patterns
- Association with important persons
- Distinctive physical characteristics of design, construction, or form
- Potential to yield important information

A property may be significant individually or as part of a grouping of properties.

[14] 36CFR60 § 60.3. Criterion D addresses potential archaeological resources, which is outside the scope of this assessment.
[15] U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form* (Washington D.C.: National Park Service, 1997), 3.

Historic Districts

Standard preservation practice evaluates geographically contiguous collections of buildings from similar time periods and historic contexts as historic districts. The National Park Service defines a historic district as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."[16]

Integrity

In addition to meeting any or all of the designation criteria, eligible properties must also possess historic *integrity*. Historic integrity is the ability of a property to convey its significance and is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[17]

The National Register recognizes seven aspects or qualities that comprise integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.[18]

California Register of Historical Resources

The California Register of Historical Resources is an authoritative guide to the state's significant historical resources. For a property to be considered eligible for listing in the California Register, it must be found to be significant under at least one of the following four criteria:

[16] U.S. Department of the Interior, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, 1995).
[17] *National Register Bulletin 16A*, 4.
[18] *National Register Bulletin 15*, 44-45.

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California or national history; or
3. It embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.[19]

For integrity purposes, a resource eligible for listing in the California Register must retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reason(s) for its significance. It is possible that a resource lacking sufficient integrity for listing in the National Register may still be eligible for the California Register.[20]

Los Angeles Historic-Cultural Monuments (HCMs)

The City of Los Angeles Cultural Heritage Ordinance, enacted in 1962 and amended in 2018, allows for the designation of buildings and sites as individual local landmarks in the City of Los Angeles, known as "Historic-Cultural Monuments" (HCMs).

Section 22.171.7 of Article 1, Chapter 9, Division 22 of the City of Los Angeles Administrative Code defines a Historic-Cultural Monument as "any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles." A proposed Monument may be designated by the City Council upon the recommendation of the Cultural Heritage Commission if it meets at least one of the following criteria:

1. The property is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
2. The property is associated with the lives of historic personages important to national, state, city, or local history; or

[19] Criterion 4 addresses potential archaeological resources, which is outside the scope of this assessment.
[20] State of California Department of Parks and Recreation, "California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison" (Sacramento, CA: Office of Historic Preservation, 2011).

3. The property embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.[21]

Designation as a Historic-Cultural Monument is "reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature."[22] For integrity purposes, a resource eligible for local designation should retain enough of its historic character or appearance to convey the reason(s) for its significance.

Los Angeles Historic Preservation Overlay Zones (HPOZs)

The Los Angeles City Council adopted the ordinance enabling the creation of HPOZs in 1979; most recently, this ordinance was amended in 2017. Angelino Heights became Los Angeles' first HPOZ in 1983. The City currently contains 35 HPOZs. An HPOZ is a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.[23] Each HPOZ is established with a historic resources survey, a historic context statement, and a preservation plan. The historic resources survey identifies all contributing and non-contributing features and lots. The context statement identifies the historic context, themes, and subthemes of the HPOZ as well as the period of significance. The preservation plan contains guidelines that inform appropriate methods of maintenance, rehabilitation, restoration, and new construction. Contributing elements are defined as any building, structure, landscaping, or natural feature identified in the historic resources survey as contributing to the historic significance of the HPOZ, including a building or structure which has been altered, where the nature and extent of the alterations are determined reversible by the historic resources survey.[24] For CEQA purposes, contributing elements are treated as contributing features to a historic district, which is the historical resource. Non-contributing elements are any building, structure, landscaping, natural feature identified in the Historic Resources Survey as being built outside of the identified period of significance or not containing a sufficient level of integrity. For CEQA purposes, non-contributing elements are not treated as contributing features to a historical resource.

[21] Los Angeles Administrative Code (LAAC) Article 1, Chapter 9, Division 22; Added by Ordinance No. 178,402, effective 4-2-07; Amended by Ordinance 185,472, effective 4-28-18.
[22] Los Angeles Department of City Planning, Office of Historic Resources, "Historic-Cultural Monuments: What Makes a Resource Historically Significant?" https://preservation.lacity.org/commission/what-makes-resource-historically-significant (accessed September 2019).
[23] City of Los Angeles, Los Angeles Municipal Code, Section 12.20.3.
[24] City of Los Angeles, Los Angeles Municipal Code, Section 12.20.3.

SurveyLA

SurveyLA is the City of Los Angeles' citywide survey of historic resources, conducted in accordance with the standards and guidelines set forth by the National Park Service and the California State Office of Historic Preservation, and overseen by the City's Office of Historic Resources. According to SurveyLA methodology, properties were evaluated for potential individual eligibility and as potential contributors to historic districts, using relevant contexts and themes developed in the Citywide Historic Context Statement,[25] and established eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as City of Los Angeles HCMs or HPOZs. The Project Site and surrounding area were surveyed as part of the Central City North CPA, completed in September 2016.

Existing buildings that border the Project Site are more likely to be adversely impacted by the Project, specifically by construction activities that have the potential to de-stabilize adjacent properties or by alteration to the setting of the resources in the immediate Project vicinity. Resources physically separated from the Project Site by other buildings or streets, or by additional distance, are less likely to be adversely impacted due to this spatial separation. Therefore, properties immediately adjacent to the Project Site that have the potential to be altered as a result of the Project are also addressed herein.

None of the properties comprising the Project Site or immediately adjacent to the Project Site were identified in SurveyLA as being individually eligible for historic listing or designation per federal, state, or local criteria as outlined in Chapter 4 of this report.[26] None of these properties were identified as individually significant for an association with an important event (Criterion A/1/1); none were found individually significant for an association with an important person (Criterion B/2/2); and none were identified as individually significant as an example of a style, type, period, or method of construction, or as a notable work of a master (Criterion C/3/3). These properties are not reflective of relevant themes developed in the Citywide Historic Context Statement, and thus do not meet eligibility criteria for individual historic listing or designation at the federal, state, or local levels.

SurveyLA did identify the industrial zone of downtown Los Angeles, between the Alameda Street corridor and the Los Angeles River, as a potential historic district. The potential *Downtown Los Angeles Industrial Historic District* was evaluated as eligible for listing in the National Register and California Register, and for local designation as a Los Angeles HPOZ. The Project Site is situated within the identified boundaries of this potential historic district;

[25] SurveyLA, Los Angeles Historic Resources Survey, Los Angeles Citywide Historic Context Statement, August 2016.
[26] City of Los Angeles Department of City Planning, Office of Historic Resources, *SurveyLA: Historic Resources Survey Report, Central City North Community Plan Area*, prepared by Historic Resources Group, September 2016.

however, all four of the buildings occupying the Project Site were evaluated by SurveyLA as non-contributors to the potential historic district. The information compiled by SurveyLA for this potential historic district is provided below.

District Name: Downtown Los Angeles Industrial Historic District

Description:

The Downtown Los Angeles Industrial Historic District is an industrial zone situated between the Alameda Street corridor and the Los Angeles River, just east of downtown Los Angeles. The district occupies flat terrain generally bounded by E. 1st Street on the north, Santa Fe Avenue and Mateo Street on the east, E. 7th Street on the south, and S. Alameda Street on the west. Interior streets are arranged in a generally orthogonal grid, with 4th Street traversing the district diagonally from the northwest to the southeast. Development in the district is almost exclusively industrial in nature, with a handful of commercial and institutional uses. Properties within the district vary widely in size, from modest industrial storefronts to massive warehouses spanning full city blocks. Original buildings were constructed primarily from 1900 to 1940 and are predominantly vernacular or utilitarian in design. Today, these early buildings share the block with more recent construction.

The district contains 196 individual buildings. Of these, 104 have been evaluated as district contributors, or approximately 53 percent; 92 properties have been evaluated as non-contributors due to alterations or construction outside the period of significance. Additional district features include its location in relation to the Alameda Street industrial corridor and the Los Angeles River; the interior circulation pattern (including streets, alleys, and rail spur rights-of-way); the nearly exclusive industrial use; extensive surface parking areas, often designed to accommodate large trucks; the absence of sidewalks and street lighting in some areas; the absence of landscaping throughout the district; evidence of former rail lines (such as remnant tracks, and a rail stop); and remnant granite infrastructure (including curbs, swales, and rail beds).

Significance:

The Downtown Los Angeles Industrial Historic District is significant for its role in the industrial development of Los Angeles; this area served as the city's primary industrial district from the late-19th century through World War II. The district's period of significance is 1900 to 1940, when most of the original buildings in the district were constructed.

The land comprising the district was first improved as part of a vineyard operated by Jean-Louis Vignes, who arrived in Los Angeles from France in 1831. Attracted by the area's Mediterranean climate, Vignes acquired land adjacent to the Los Angeles River and began planting grapes in 1833. By 1847 his vineyard, "El Aliso," was the largest producer of wine in California. Other vintners and citrus growers soon followed Vignes' lead, and oranges and grapefruit quickly overtook grapes as the area's primary crops. Los Angeles' citrus industry flourished during this period and, as a result, the district remained predominantly agricultural until 1871, when the northern portion was subdivided as the Johnston Tract and subsequently developed with single-family residences. However, the landscape of the district evolved during the last decades of the 19th century as rail

lines and manufacturing plants emerged to serve the citrus industry's shipping needs. Soon the character of the district would be redefined by the presence of the railroad.

Until the 1870s, only local rail lines ran through Los Angeles. But in 1876, the opening of the Southern Pacific Railroad line from San Francisco linked the city with the transcontinental railroad. A depot for the Southern Pacific line was constructed at the southwest corner of Alameda and 5th streets, immediately adjacent to the district. The Atchison, Topeka, and Santa Fe Railroad (AT&SF) constructed a depot and freight yards south of 1st Street in 1885, on the northern edge of the district. In 1893, the company also constructed the distinctive Moorish Revival-style La Grande Station at 2nd and Santa Fe streets, in the northeastern part of the district. The Atchison, Topeka & Santa Fe Railway Outbound Freight House (known as the Santa Fe Freight Depot) was constructed in 1906 to accommodate the majority of goods shipped out of Los Angeles on rail by the AT&SF. Located on the eastern edge of the district, the building is now occupied by the Southern California Institute of Architecture (SCI-Arc) and is a Los Angeles Historic-Cultural Monument (HCM #795). It was originally paired with the AT&SF Railway Inbound Freight House directly across Santa Fe Avenue. Today, the AT&SF Outbound Freight House stands as the last remaining historic reference to the Atchison, Topeka, and Santa Fe Railroad along Santa Fe Avenue in Los Angeles. While most of these early railroad buildings have been lost, their locations and relative proximity to one another motivated the development of the surrounding area as an industrial district. Within a few years, businesses had begun to capitalize on the convenience of locating their operations near the rail lines, and a small concentration of manufacturing and warehouse facilities had sprung up in the area between Alameda Street and Santa Fe Avenue.

By the turn of the 20th century, a range of manufacturers and processing companies had established themselves in the area. A 1909 map of the area notes a number of warehouses and storage facilities, as well as a wide variety of processing and manufacturing operations—including lumber yards, freight yards, ice and cold storage, slaughterhouses and meatpackers, produce companies and canneries, and blacksmiths, among others. As the railroads increased mobility, Los Angeles ceased to be simply a market for manufactured goods produced in San Francisco and the East, but began to support local industries as well. Similarly, as agricultural activities in other areas of the city supplanted those near the city center, the district evolved from simply a shipping hub to a processing and manufacturing center in its own right. In particular, businesses related to the building trades had expanded rapidly beginning in the 1880s when the first regional real estate boom spurred residential and commercial construction; as a result, the district saw the opening of a number of lumber, construction, and even furniture trades.

In the early decades of the 20th century, many of the district's industrial buildings were one of two types: manufacturing or processing facilities, and warehouses. Many of the area's industrial buildings were constructed directly on a rail spur; these buildings often display curved facades that follow the tracks, with docks and large bay doors set several feet above the ground (to the height of a boxcar), to facilitate the loading and unloading of goods. Warehouses were built either as general storage facilities—with space that could be rented by a variety of companies or operators—or were purpose-built facilities associated with a particular company. Examples of general warehouses include the

Pacific Commercial Warehouse (1910); the Bekins Van & Storage Co. warehouse (1923); and the Metropolitan Warehouse Company (1924). Purpose-built warehouses constructed during this period include those built for J. R. Newberry & Co. (1900); Barker Bros. Furniture (1920 and 1923); Cheeck Neal Coffee Co. (1924); and Hills Bros. Coffee Co. (1929).

As local industries continued to establish themselves, processing and manufacturing operations within the district continued to expand. Two industries in particular flourished during this period: ice and cold storage, and food processing and packaging. Cold storage emerged in response to the demand for fresh products in urban areas, and provided a critical link between agricultural goods from farms, fisheries, and ranches and their distribution to fresh produce markets and food processors. Construction of cold storage warehouses was initially integrally linked with that of ice-making plants, with both frequently located within the same facility. Several cold storage operations opened within the district, including the Los Angeles Ice & Cold Storage Co. (1905, now Rancho Cold Storage); the Union Ice Co. (1907, now Union Central Cold Storage); and the Merchants' Ice Co. (1910).

Food processing industries represented some of the earliest industrial development in Los Angeles, and exploded in operation during the 1910s and 1920s as companies began to more fully embrace mechanization in order to meet the demands of new chain stores. Food processing eventually became one of the dominant industries within the district. Among the most prominent in the area were Globe Mills (trade name of Pillsbury Flour Mills Co., 1902); California Walnut Growers Association (1921, later Diamond Walnut Co.); Poultry Producers of Southern California (1923, now Commercial Meat Co.); Cheek Neal Coffee Co. (1924, later Maxwell House Coffee Co.); the National Biscuit Company (1925, now the Nabisco Lofts); Sperry Flour Co. (1926); Challenge Cream & Butter (1926); and Hills Bros. Coffee Co. (1929).

In addition to processing operations, manufacturing facilities expanded as well, with many companies constructing daylight factories to increase productivity. At a time when electricity was expensive and not always reliable, daylight factories were designed to maximize the amount of light reaching the interior of the building; they are characterized by bays of large industrial sash windows, skylights, or other roof forms that bring in additional light. A number of daylight factories were constructed within the district.

While many factories were essentially utilitarian in their outward appearance, several established companies engaged prominent architects to design their facilities, including John M. Copper (Globe Mills, 1916); Hudson & Munsell (John A. Roebling's Sons Co., now Angel City Brewery, 1913); and Eckel & Aldrich (National Biscuit Company, 1925). In a few cases, a business engaged a company architect from its home city. For example, the Coca-Cola Syrup Manufacturing Plant, originally constructed in 1915, was substantially expanded and redesigned in the Late Moderne style in 1939 by Atlanta-based architect Jesse M. Shelton. Shelton designed a number of factories for the Coca-Cola Company during the 1930s and the 1940s, including those in Baltimore, New Orleans, and Boston, all of which strongly resemble the design of the Los Angeles building. Similarly, the Hills Bros. Coffee Co. retained San Francisco-based architect George W. Kelham to design their Los Angeles office building in 1929. Best known in Los Angeles for the original

buildings on the campus of UCLA, Kelham had previously designed Hills Bros.' flagship building situated along the Embarcadero in San Francisco.

A small number of non-industrial uses were also developed within the district. Commercial operations included the Canadian Hotel (now the American Hotel). Constructed in 1906 and designed by Morgan & Walls, this four-story brick building was built as a first-class hotel for African-Americans, many of whom worked as Pullman car porters. Several utility outposts were also established in the district, including an Edison electrical substation (1911), and a Department of Water & Power distributing station (1923).

By the 1920s, the area now comprising the historic district was fully established as an industrial hub. This was aided in part by the pattern of development occurring outside the central city. As the City of Los Angeles continued to annex existing communities as well as available land in the San Fernando Valley, zoning was amended to eliminate residential housing in the downtown area. By 1922, the City had officially re-zoned the downtown area to accommodate the construction of more offices, retail, and manufacturing facilities. By the 1950s, the area was home to automotive manufacturing, trucking and transport, furniture manufacturing and storage, paint and chemical manufacturing, and paper and plastic production—as well as historically dominant industries such as food processing and lumber and woodworking operations. While industries evolved over time, the district maintained its character as an industrial center, with one processing or manufacturing operations simply replacing another. Over the course of the 20th century a single manufacturing facility might house the production of everything from dog food to pie.

By the 1960s, however, the character of the area within the district was evolving away from that of an industrial center. Industry on the whole struggled to adapt to the postwar challenges of containerization and new technologies in manufacturing and transport. Railroads had given way to the trucking industry, and businesses within the district were constrained by the physical demands such methods placed on their operations. Furthermore, outlying fledgling industrial centers such as Vernon and the City of Commerce were comparatively undeveloped and offered plentiful land at lower prices, presenting many companies with an opportunity to relocate and construct newer and more efficient facilities. As a result, by the 1970s many buildings within the district were vacant. However, the area found new life as artists and other creative types began to congregate amidst the vacant buildings and empty lots. Priced out of established artists' colonies in neighborhoods such as Venice and Hollywood, Los Angeles' industrial district provided many with an opportunity to live and work inexpensively in the vast and vacant warehouse buildings. Soon, the area was home to a number of avant-garde art galleries, giving rise to the group of early artists now called the "Young Turks." Many of the area's most prominent industrial buildings found new life as gallery space and underground hangouts for a burgeoning art scene as well as the punk-rock music scene. In 1981, the City of Los Angeles implemented the Artist-in-Residence Program, which legalized the residential use of formerly industrial buildings for artists, legitimizing their efforts. In the mid-1990s, the area was officially designated as the Arts District. A subsequent wave of development began in 1999 with the passing of the Adaptive Reuse Ordinance which relaxed zoning codes and allowed for the conversion of pre-1974 commercial and industrial buildings into residences for artists and

non-artists alike. Today, the area continues to attract new commercial and residential development, and existing facilities are adapted to meet the needs of the growing community.

The Downtown Los Angeles Industrial Historic District is significant for its role in the industrial development of Los Angeles; this area served as the city's primary industrial district from the late-19th century through World War II. Due to the inherent flexibility of their design, industrial buildings are often subject to a greater degree of modification over time. However, the district as a whole retains its distinctive character as an early-20th century industrial center. The industrial buildings, along with the district's other features—including its location, interior circulation pattern, industrial use, absence of landscaping, and evidence of former rail lines—all contribute to a strong sense of time and place. The Downtown Los Angeles Industrial Historic District is a singular resource which continues to convey its historic significance, telling the story of early industrial development in Los Angeles.

As outlined in guidance provided by the City's Office of Historic Resources, if a SurveyLA finding is not in question, a re-assessment of significance and eligibility evaluation for an individual resource or a historic district is not required.[27] This report accepts the SurveyLA findings for the individual properties that comprise the Project Site or are in the immediate vicinity of Project Site, and the identification of the potential *Downtown Los Angeles Industrial Historic District* and its associated contributors and non-contributors. Therefore, neither the potential historic district and its associated contributors and non-contributors, nor any of the individual properties on the Project Site or in the Project vicinity are re-evaluated herein.

Because none of the properties on the Project Site or in the Project vicinity are individually significant, they are not considered individual historical resources as defined by CEQA. The identified *Downtown Los Angeles Industrial Historic District* is considered a historical resource as defined by CEQA. The historic significance of a historic district is collectively conveyed by its contributing properties. According to guidance from the National Park Service, a historic district derives importance from being a unified entity whose components may lack individual distinction.[28] Therefore, contributors within the historic district are not in and of themselves historically significant. For CEQA purposes, contributors are treated as contributing features to a historic district; the historic district is the historical resource.

Built Environment Resources Directory (BERD)

The California Office of Historic Preservation (OHP) maintains the Built Environment Resource Directory ("BERD"), a database of previously evaluated resources throughout the state. The BERD contains information only for cultural resources that have been processed through OHP. This includes resources reviewed for eligibility for the National Register of

[27] "Requirements for Historical Resources Assessment Reports," prepared by the City of Los Angeles Office of Historic Resources, July 2017.
[28] *National Register Bulletin 15*.

Historic Places and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs. None of the properties comprising the Project Site are listed in the BERD. [29]

South Central Coastal Information Center

A records search was conducted on October 29, 2019 at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC), housed at California State University, Fullerton. The records search included a review of all previous cultural resource studies and previously documented historic or architectural resources on the Project Site. No information related to the Project Site was located as part of the records search.

[For the formal response from the SCCIC, see Appendix E.]

[29] California Office of Historic Preservation, "Built Environment Resource Directory: Los Angeles County," 2021.

Arts District[30]

The Project Site is located in the Arts District neighborhood of downtown Los Angeles, in the Central City North CPA. The Arts District is bounded generally by Alameda Street on the west and the Los Angeles River on the east, between 1st Street on the north and 7th Street on the south. The area's topography is primarily flat with a modified street grid aligned with the western bank of the Los Angeles River.

As part of the land which comprised the original settlement of Los Angeles, the Central City North CPA contains some of the earliest development in Los Angeles and reflects the city's transformation from a modest settlement of eleven families into a thriving modern metropolis. As the land comprising the present-day Central City North CPA was situated immediately adjacent to the pueblo, the area has historically fulfilled a variety of needs for the nearby community, and has remained in continuous use since its initial organization in 1781. Some of the city's first residences, commercial establishments, and civic and religious institutions were developed in this area, which functioned as the nexus of political, economic, and cultural life in early Los Angeles. Today, the Central City North CPA is an amalgamation of distinct areas with vastly different physical characteristics reflecting the evolving use of each neighborhood.

The portion of the Central City North CPA south of Cesar E. Chavez Boulevard, between Alameda Street and the Los Angeles River, served as the city's primary industrial district for decades, and continues to be characterized by industrial building types throughout. This area was first utilized as agricultural land by inhabitants of the nearby Pueblo, and later for cattle ranching. The area remained primarily ranch land until the mid-1800s, when it became part of a vineyard operated by Frenchman Jean-Louis Vignes. Attracted by the area's Mediterranean climate, Vignes began planting grapes in 1833, and by 1847 his vineyard, "El Aliso," was the largest producer of wine in California and one of the centers of cultural life in Los Angeles. Other vintners soon followed, and the flourishing wine industry proved to be the saving grace of the fledgling economy when the local cattle industry was decimated by drought in 1862.

The 1849 Gold Rush brought a large demand for citrus fruit which was used to protect against scurvy, a common malady of miners. Thus, oranges and grapefruit quickly overtook grapes as the area's primary crops. Los Angeles' citrus industry flourished during this period and, as a result, the area remained predominantly agricultural until 1871, when the northern portion was subdivided as the Johnston Tract and subsequently developed with single-family residences. Other tracts subdivided during this period included the Thomas Tract (1875) and the Bigelow Tract (1887). However, the landscape of the area evolved again during the last decades of the 19th century, as rail lines and manufacturing plants emerged to serve the citrus

[30] The history and description of the Arts District area has been adapted from City of Los Angeles, Department of City Planning, Office of Historic Resources, *SurveyLA: Historic Resources Survey Report, Central City North Community Plan Area*, prepared by Historic Resources Group, September 2016, 3-15.

industry's shipping needs. Soon the character of the area would be redefined once again by the presence of the railroad.

Until the 1870s, only local rail lines ran through Los Angeles. But in 1876, the opening of the Southern Pacific Railroad line from San Francisco linked the city with the transcontinental railroad. A depot for the Southern Pacific line was constructed at the southwest corner of Alameda and 5th streets. The Atchison, Topeka & Santa Fe Railroad (AT&SF) constructed a depot and freight yards south of 1st Street in 1885; in 1893, the company also constructed the distinctive Moorish Revival-style La Grande Station at 2nd and Santa Fe streets. The Atchison, Topeka & Santa Fe Railway Outbound Freight House (known as the Santa Fe Freight Depot) was constructed in 1906 to accommodate the majority of goods shipped out of Los Angeles on rail by the AT&SF.[31] It was originally paired with the AT&SF Railway Inbound Freight House directly across Santa Fe Avenue. Today, the AT&SF Outbound Freight House stands as the last remaining historic reference to the Atchison, Topeka & Santa Fe Railroad along Santa Fe Avenue in Los Angeles.

While most of these early railroad buildings have been lost, their locations and relative proximity to one another motivated the development of the surrounding area as an industrial district. By the turn of the 20th century, businesses had begun to capitalize on the convenience of locating their operations near these rail lines. However, industrial development in the area did not begin in earnest until the subdivision of two substantial tracts specifically dedicated for industrial use: the Industrial Tract, recorded in 1903 by the Industrial Realty Company; and the Industrial Center Tract, recorded in 1904. The development of these two tracts came to define the southernmost edge of concentrated industrial development in this area, terminating at present-day 7th Street. While industrial development did occur further south, extant examples of early industrial development in that area do not reflect as cohesive a pattern of development as they do above 7th Street. A 1909 map of the area notes the large number of warehouses and storage facilities which had been constructed in just a few years, as well as a wide variety of processing and manufacturing operations—including lumber yards, freight yards, ice and cold storage, slaughterhouses and meatpackers, produce companies and canneries, and blacksmiths, among others.

As the railroads increased mobility, Los Angeles ceased to be simply a market for manufactured goods produced in San Francisco and the East, but began to support local industries as well. Similarly, as agricultural activities in other areas of the city supplanted those near the city center, the area evolved from simply a shipping hub to a processing and manufacturing center in its own right. In particular, businesses related to the building trades had expanded rapidly beginning in the 1880s when the first regional real estate boom spurred residential and commercial construction. As a result, a number of lumber, construction, and even furniture trades established operations in the area.

[31] The Santa Fe Freight Depot is located just two blocks east of the Project Site.

In the early decades of the 20th century, many of the area's industrial buildings were one of two types: manufacturing or processing facilities and warehouses. Many of the area's industrial buildings were constructed directly on a rail spur; these buildings often display curved facades that follow the tracks, with docks and large bay doors set several feet above the ground (to the height of a boxcar), to facilitate the loading and unloading of goods. Warehouses were built either as general storage facilities—with space that could be rented by a variety of companies or operators—or were purpose-built facilities associated with a particular company.

As new local industries established themselves, processing and manufacturing operations in the area continued to expand. Two industries in particular flourished during this period: ice and cold storage, and food processing and packaging. Cold storage emerged in response to the demand for fresh products in urban areas, and provided a critical link between agricultural goods from farms, fisheries, and ranches and their distribution to fresh produce markets and food processors. Construction of cold storage warehouses was initially integrally linked with that of ice-making plants, with both frequently located within the same facility.

Food processing industries represented some of the earliest industrial development in Los Angeles, and exploded in operation during the 1910s and 1920s as companies began to more fully embrace mechanization in order to meet the demands of new chain stores. Food processing eventually became one of the dominant industries in the area, ranging from flour to coffee, poultry to walnuts, cookies and crackers to cream and butter.

In addition to processing operations, manufacturing facilities expanded as well, with many companies constructing daylight factories to increase productivity. At a time when electricity was expensive and not always reliable, daylight factories were designed to maximize the amount of light reaching the interior of the building, featuring bays of large industrial sash windows, skylights, or other roof forms that bring in additional light. While many factories were essentially utilitarian in their outward appearance, several established companies engaged prominent architects to design their facilities, including Parkinson & Bergstrom, Hudson & Munsell, John M. Copper, and John Parkinson. In a few cases, businesses engaged a company architect from their home city. For example, the Coca-Cola Syrup Manufacturing Plant, originally constructed in 1915, was substantially expanded and redesigned in the Late Moderne style in 1939 by Atlanta-based architect Jesse M. Shelton. Shelton designed a number of factories for the Coca-Cola Company during the 1930s and the 1940s, including those in Baltimore, New Orleans, and Boston, all of which strongly resemble the design of the Los Angeles building. Similarly, the Hills Bros. Coffee Co. retained San Francisco-based architect George W. Kelham to design their Los Angeles office building in 1929. Best known in Los Angeles for the original buildings on the campus of UCLA, Kelham had previously designed Hills Bros.' flagship building situated along the Embarcadero in San Francisco.

A small number of non-industrial uses were also developed in the area in the early- to mid-20th century, many notable for providing lodging and shopping for the local Japanese American and African American populations. Additionally, several utility outposts were also established, including an Edison electrical substation and a Department of Water & Power

distributing station. By the 1920s, the area was fully established as an industrial hub. This was aided in part by the pattern of development occurring outside the central city. As the City of Los Angeles continued to annex existing communities as well as available land in the San Fernando Valley, zoning was amended to eliminate residential development in the downtown area. By 1922, the City had officially re-zoned the downtown area to accommodate the construction of more offices, retail, and manufacturing facilities. By the 1950s the area was home to automotive manufacturing, trucking and transport, furniture manufacturing and storage, paint and chemical manufacturing, and paper and plastic production—as well as historically dominant industries such as food processing and lumber and woodworking operations. While industries evolved over time, the area maintained its character as an industrial center, with one processing or manufacturing operations simply replacing another. Over the course of the 20th century a single manufacturing facility might house the production of everything from dog food to pie.

By the 1960s, however, the character of the area was evolving away from that of an industrial center. Industry on the whole struggled to adapt to the postwar challenges of containerization and other new technologies. Railroads had given way to the trucking industry, and businesses in the area were constrained by the physical demands such methods placed on their operations. Furthermore, fledgling industrial centers in outlying cities like Vernon and Commerce were comparatively undeveloped and offered plentiful land at lower prices, presenting many companies with an opportunity to relocate and construct newer and more efficient facilities. As a result, by the 1970s many buildings in the industrial district were vacant.

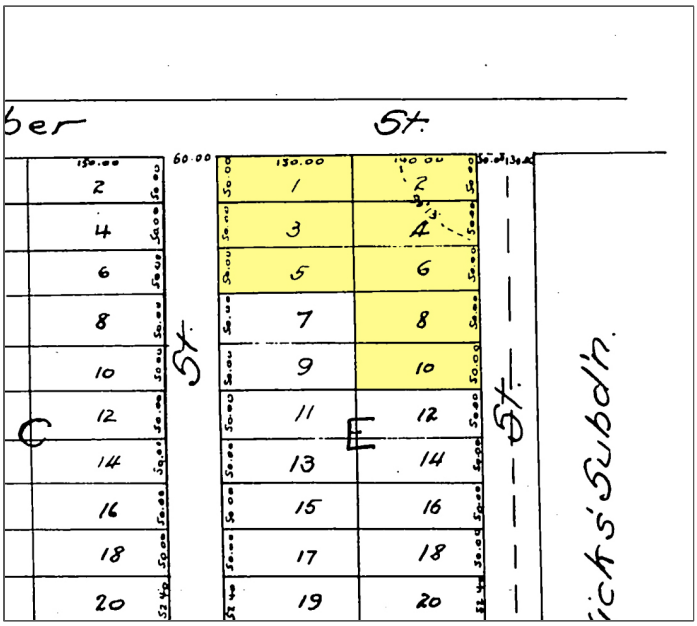
However, the area soon found new life as artists and other creative types began to congregate amidst the vacant buildings and empty lots. Priced out of established artists' colonies in neighborhoods such as Venice and Hollywood, Los Angeles' industrial district provided many with an opportunity to live and work inexpensively in vast warehouse buildings. Soon, the area was home to a number of avant-garde art galleries, giving rise to the group of early artists now called the "Young Turks." Many of the area's most prominent industrial buildings were adapted as gallery space and underground hangouts for a burgeoning art and music scene. In 1981, the City of Los Angeles implemented the Artist-in-Residence Program, which legalized the residential use of formerly industrial buildings for artists, legitimizing their efforts. In the mid-1990s, the area was officially designated as the "Arts District" by the City. A subsequent wave of development began in 1999 with the passage of the Adaptive Reuse Ordinance which relaxed zoning codes and allowed for the conversion of pre-1974 commercial and industrial buildings into residences for artists and non-artists alike. Today, the area continues to attract new commercial and residential development, as existing facilities are adapted to meet the needs of the growing community.

F.P. Howard and Co.'s Subdivision of the Bliss Tract

The area containing the Project Site was originally subdivided in August 1886 as part of the F.P. Howard and Co.'s Subdivision of the Bliss Tract. As the name indicates, the tract was

subdivided from the larger Bliss Tract by F. P. Howard. The subdivision was bounded by Huber Street (now 4th Street) on the north, Alameda Street on the west, Palmetto Street on the south, and Carolina Street (now Hewitt St) on the east. The tract was bisected on an east-west axis by Poplar Street (now 5th Street), with Seaton and Colyton Streets running north-south. The area east of the subdivision, across Carolina Street, was the Mills and Wick's Subdivision; the area to the south, across Palmetto Street, was the Keller Estate. This subdivision was composed of six blocks. The Project Site comprises Lots 1, 2, 3, 4, 5, 6, 8, and 10 of Block E.

FIGURE 4: PROJECT SITE TRACT MAP (DETAIL)



By the time this area was first documented by the Sanborn Map Company in 1906, the tract was largely built out with residential development—almost exclusively one-story single-family dwellings—along with the three-story Avon Hotel at the southwest corner of Vincent (now 4th Street) and Carolina (now Hewitt Street). A handful of large-scale manufacturing and warehouse properties are early indicators of this area's looming transformation into the city's largest industrial center. Industrial plants include a showcase and fixture shop, a paper box factory, a furniture warehouse and cabinet shop, and several lumber yards and planing mills.

By the 1950s, the area's evolution from residential enclave to industrial hub was largely complete. Sanborn maps from this period show the vast majority of dwelling replaced by manufacturing and warehouse facilities. Uses include woodworking, boxes and crates, paper bailing, wine bottling, automobile repair and paint, automobile trucking and freight depot, electrical supplies, battery manufacturing, oils and greases, sewing and upholstery, stoves and refrigerators, electrical appliances, ice and cold storage, meat storage, egg storage, general warehouse and storage facilities, as well as a massive Barker Brothers warehouse.

Current Setting

The Project Site is situated on the south side E. 4th Street between S. Colyton Street and S. Hewitt Street, in the Arts District neighborhood of downtown Los Angeles. The Project Site's surroundings consist of a mixture of low- to moderate-scale industrial manufacturing and warehouse buildings in a variety of styles and dating from various periods of construction. Today, these buildings house a wide range of industrial uses, as well as commercial office and retail, restaurants, live/work lofts, multi-unit residential use, and mixed-use. The area also contains a number of surface parking areas.

In the Project Site's immediate vicinity, to the west across Colyton Street, is a large, one-story brick industrial building constructed in the 1930s. To the north, across 4th Street, are a large one-story industrial building from the 1920s, a two-story industrial building from the 1980s, and their associated surface parking lots. To the east, across Hewitt Street, is a large one-story industrial building dating from the 1960s and its associated surface parking lot. Abutting the Project Site to the south along Hewitt Street is a 1920s one-story brick industrial building. Abutting the Project Site to the south along Colyton Street is a smaller one-story industrial building from the 1970s with its associated surface parking lot.

Architectural Descriptions

The Project Site is currently developed with four buildings. Each of these buildings is described below, followed by current site photographs.

Building A

This building is situated at the southeast corner of 4th Street and Colyton Avenue (APN 5163-022-003). It displays a street address of 900 E. 4th Street and is currently vacant (formerly occupied by the A+D Museum). It is set at the street along its north façade; the west façade is set back behind a row of surface parking. The building is one-story in height, measuring approximately 80 feet by 100 feet. It has a rectangular plan and is of brick construction. It has a bow-truss roof sheathed in rolled asphalt. The roof has a series of skylights and is surrounded by simple brick parapets. Exterior walls are composed of common brick, with panels of Roman face brick at the building's northwest corner. Fenestration consists of paired metal-frame, inward-opening awning windows throughout.

The primary (north) façade is asymmetrical in its composition. The building's original main entrance is off-set to the east and deeply recessed. It is composed of a set of concrete steps which lead to a raised metal, fully-glazed entry door. The door is flanked to the west by metal-frame floor-to-ceiling windows. The recessed entry is enclosed with a sliding metal security gate at street level with metal security bars above. A series of metal-frame awning windows with security bars are situated high on the façade. Wood detailing, composed of projecting beams joined by a common fascia, runs along the tops of the windows and delineates the

Roman brick panels. The easternmost portion of the façade contains a large bay opening with a pull-up or roll-up metal door.

The building's west façade serves as the main façade for the existing museum. In the southernmost portion of the façade, a large bay opening serves as the building's main entrance. The opening is infilled with a metal-frame, divided-light pull-up bay door with tinted glazing. The entrance is accessed via a raised concrete patio with brick cladding and metal fencing, and by a concrete access ramp with a metal balustrade. A metal-framed, fully-glazed person door flanks the bay opening to the north. A series of metal-frame awning windows with security bars occupy the remainder of the façade. Additional exterior features include wall-mounted industrial light fixtures, affixed address numbers, and vertical banner signs hung from wall-mounted poles.

Alterations

This building has been substantially altered over time. Built in 1952, it was originally constructed as a brick office and warehouse building with a concrete exterior loading dock and large truck bay on the western façade. According to building permits, come fire damage was repaired in 1955. In 1970, minor repairs were made, including retiling and patching plaster. In 1979, interior alterations were made associated with the building's change of use from manufacturing to food processing. A rooftop sign was installed in 1980. In 1990, additional interior tenant improvements and office remodeling was performed as part of another change of use from manufacturing/office to warehouse. The building was re-roofed in 2013. In 2015, the building's use was changed again, from warehouse to art gallery and incidental retail use. Alterations associated with this new use included new restrooms, a new concrete access ramp on the north side of the loading dock, and new concrete stairs on the south side of the loading dock to the adjacent parking area. Also in 2015, a new ducted A/C split system with associated grilles was installed.

Today, alterations to the building include the relocation of the main entrance from the primary (north) façade to the west façade; repurposing of the original truck bay and exterior loading dock as a raised patio and main entrance to the museum; and infilling of the truck bay with a metal-frame, divided-light pull-up door with tinted glazing. Other alterations include the replacement of the doors; replacement of the windows; and the addition of metal security fencing, gates, and bars throughout.

Building B

This building is situated on the east side of Colyton Avenue, just south of Building A (APN 5163-022-005). It appears to be a storage building currently associated with the adjacent existing building formerly occupied by the A+D Museum. It is set at the rear of its lot, behind a surface parking area. The building is one-story in height, measuring approximately 20 feet by 50 feet. It has a rectangular plan and is of concrete block construction. It has a flat roof

sheathed in rolled asphalt and surrounded by simple block parapets. Exterior walls are composed of concrete block.

The primary (west) façade is asymmetrical in its composition. Views of this façade are currently partially obscured by a large wooden sculpture situated directly in front of the building.[32] In the southern portion of the façade, there is a paneled entry door (material unknown), flanked on each side by a steel-frame, divided-light window. The northern portion of the façade contains a bay opening with a metal pull-up or roll-up bay door. The façade is painted with a large-scale abstract mural. The front parking area is paved with asphalt with painted parking spaces and appears to serve the adjacent existing building formerly occupied by the A+D Museum. The property is defined at the street by a sliding metal security gate.

Alterations

This building appears to be largely intact from its original construction. It was constructed in two phases, with the northern 30 feet built in 1947, and a 20-foot southern addition completed in 1951. The building's original use was hide curing and animal hair processing. Permits reveal little in the way of alterations over time. This building is a very simple structure, and appears to retain its original massing, exterior cladding, windows, and bay door. An original window opening has been infilled with concrete block. It is unclear if its main entrance door is original. By 1990, this building is being used for storage building for the adjacent property to the north.

Building C

This building is situated on the west side of Hewitt Street (APN 5163-022-023). It displays a street address of 411 S. Hewitt Street and is currently occupied by Miller Law Associates. It is set at the street along its east façade, with an asphalt-paved parking area to the rear. The building is a one-story structure measuring approximately 35 feet by 100 feet. It has a rectangular plan and is of unknown construction.[33] It has a shed roof sheathed in rolled asphalt, with close overhanging eaves and simple fascia. Exterior walls are clad in sand-textured stucco. Fenestration consists of flush-mounted steel-frame fixed and awning windows throughout.

The primary (east) façade is asymmetrical in its composition. It features a series of irregularly spaced steel-frame, divided-light windows with textured wired glazing. At the northeast corner, a cut-out with a wood post support contains a recessed wood-frame window with a metal screen. The cut-out is flanked on each side by and additional wood-frame window. The north façade contains a single metal entry door sheltered by an aluminum awning. The south façade contains two steel-frame divided-light windows with textured wired glazing. Set between the two windows is a metal, wall-mounted ladder providing emergency access to the roof.

[32] This sculpture appears to be a temporary art installation.
[33] No original permit could be located for this building; thus, the type of construction could not be confirmed.

Additional exterior features include wall-mounted light fixtures, and affixed lettering and address numbers.

Alterations

This building has been substantially altered over time. Built sometime between 1906 and 1927,[34] it was originally constructed as an office and manufacturing/warehouse building. According to building permits, in 1962 the building's exterior was substantially altered, including the replacement of existing wood siding with new cement plaster, and the replacement of approximately 15 windows. Later that same year, minimal fire damage primarily to the roof was repaired. In 1981, the building's use was changed from a warehouse to a trucking office, with associated interior alterations including new partitions and a t-bar (dropped) ceiling. By 1991, this building was serving as a bus depot repair garage, and by 2006 it is the main office for M.V. Transportation. In 2011, the building is re-roofed with built-up roofing, and a new wall sign is installed.

The above research indicates that the building's current Mid-Century Modern appearance is the result of a 1960s remodel, and that few if any features remain from its original construction. Exterior alterations subsequent to the 1960s remodel include wall-mounted light fixtures, and affixed lettering and address numbers.

Building D

This building is situated on the west side of Hewitt Street, just south of Building C (APN 5163-022-023). It appears to be a garage/storage building currently associated with the adjacent Miller Law Associates. It is set at the rear of its lot behind a wide driveway. The building is a one-story structure measuring approximately 41 feet by 61 feet. It has a rectangular plan and steel-frame construction. It has a shallow-pitched front-gable roof sheathed in corrugated steel. Exterior walls are composed of corrugated steel panels. The building has no fenestration.

The primary (east) façade is symmetrically composed. It contains two large bay openings, each with a metal pull-up or roll-up bay door. The bay doors display a large-scale painted mural of a young girl in silhouette and the phrase "hope is a good thing. maybe the best of things…" The north façade contains a single metal entry door. Additional exterior features include wall-mounted light fixtures throughout. The front driveway is paved with concrete. The property is defined at the street by a concrete block wall with metal security fencing along the top and a sliding metal security gate.

[34] No original permit could be located for this building, and tax assessor records do not provide a year built. However, research indicates this building was constructed after the 1906 Sanborn map and prior to a 1927 aerial photograph.

Alterations

This building appears to be essentially intact from its original construction in 1991. Permits reveal little in the way of alterations over time. The building's original use was as a garage. In 2006 it was being used as a shop building. Currently the building is associated with the adjacent property to the north. The only known alterations are the large-scale painted murals on the bay doors.

Parking Areas

The Project Site contains multiple surface parking areas. Parking areas that are associated with existing buildings have been described above. The Project Site also includes a public parking lot, described below.

Public Parking Lot

This public parking lot comprises the northeastern portion of the Project Site, at the southwest corner of 4th and Hewitt Streets (APNs 5163-022-001, 5163-022-002 and 5163-022-022). It consists of an open surface parking area. Paving is primarily asphalt with some areas of concrete which appear to be remnants of previous construction. A small rectangular parking kiosk is centrally located on the site. The site is secured with metal perimeter fencing and a concrete block wall additional security fencing along the top.

Alterations

This property appears to have served as a surface parking lot since at least 1956. All previous development on the site has been removed over time.

Photographs of the Project Site[35]



Building A, north and west façades *(southeast view)*.



Building A, north façade *(southeast view)*.

[35] Field photographs were taken by Historic Resources Group on September 26, 2019.



Building A, north façade *(southwest view)*.



Building A, west façade *(east view)*.



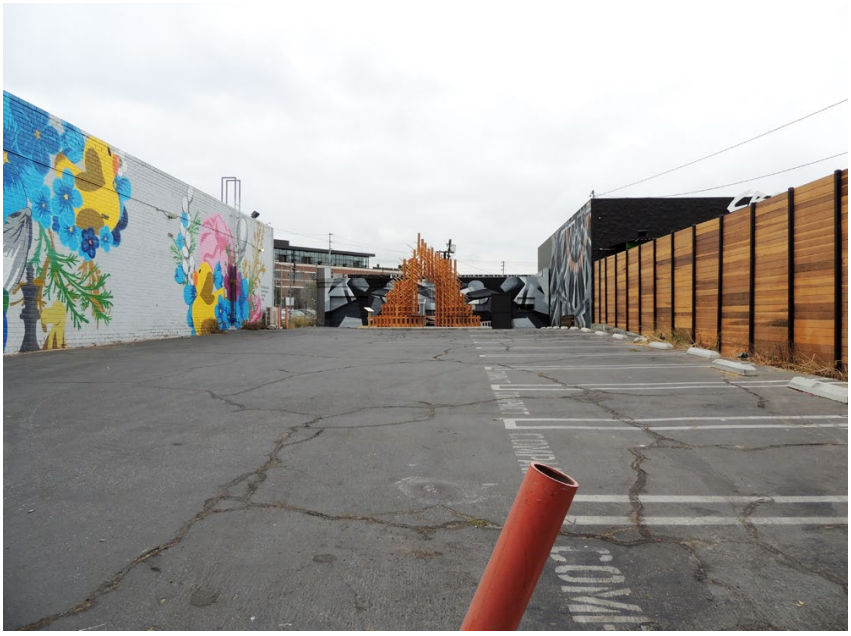
Building A, west and south façade *(northeast view)*.



Building A, east façade *(west view)*.



Building B, west façade *(east view)*.



Building B, west façade *(east view)*.



Building B, west façade *(east view)*.



Building C, north and east façades *(southwest view)*.



Building C, north façade *(south view)*.



Building C, north façade *(south view)*.



Building C, south and east façades *(northwest view)*.



Building C, south and east façades *(northwest view)*.



Building C, north and west façades *(southeast view)*.



Building D, east façade *(west view)*.



Building D, east façade *(west view)*.



Building D, east façade *(southwest view)*.



Building D, north and east façades *(southwest view)*.



Building D, south façade and Building C, east façade *(northwest view)*.



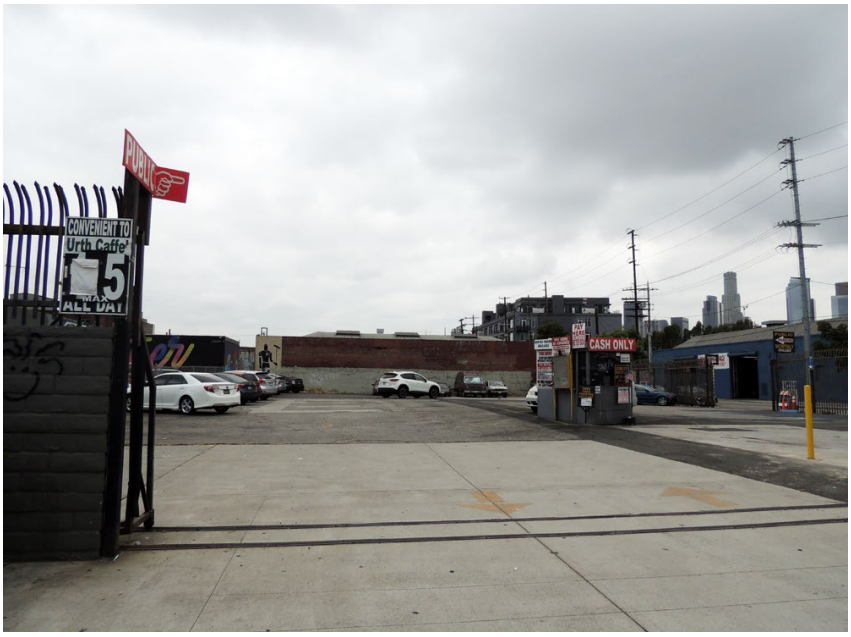
Public parking lot at 4th and Hewitt Streets *(southeast view)*.



Public parking lot at 4th and Hewitt Streets *(southwest view)*.



Public parking lot at 4th and Hewitt Streets *(south view)*.



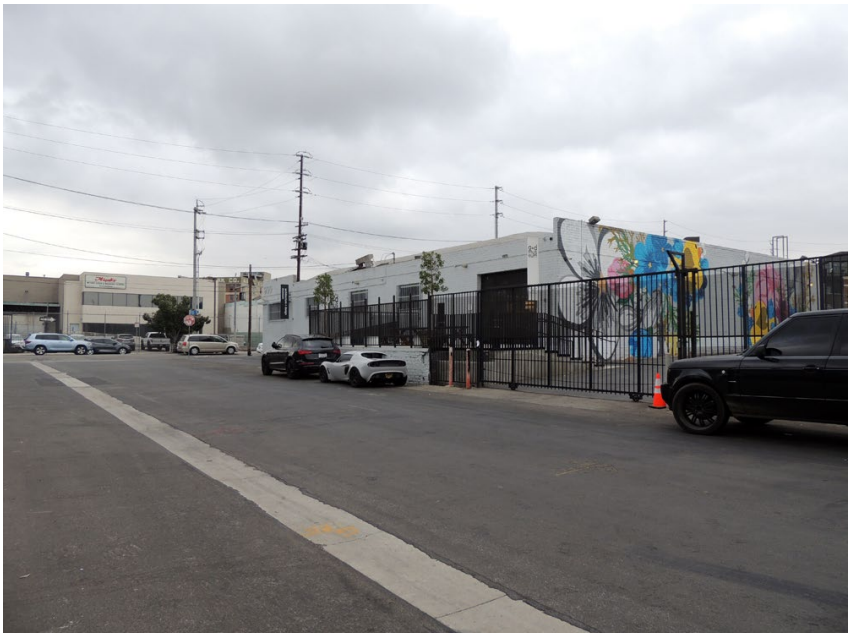
Public parking lot at 4th and Hewitt Streets *(west view)*.



Public parking lot at 4th and Hewitt Streets *(northwest view)*.



Context view, 4th Street looking westbound along the north edge of the Project Site.



Context view, Colyton Street looking northbound along western edge of the Project Site.



Context view, Hewitt Street looking southbound along eastern edge of the Project Site.

The following development history of the Project Site has been compiled from various sources, including tax assessor records, building permits, Sanborn maps, aerial photographs, City Directories, and newspaper archives. Due to the nature of the site's development, this development history is presented chronologically for the Project Site as a whole, rather than by building or by property.

Development History

As noted above, the Project Site was originally subdivided as part of the F.P. Howard and Co.'s Subdivision of the Bliss Tract in August 1886. The Project Site is situated in the northern portion of this tract, comprising Lots 1, 2, 3, 4, 5, 6, 8, and 10 of Block E. By 1906, the northernmost portion of the Project Site along Vincent (now 4th Street) was fully developed with six one-story residential buildings, including single family dwellings and duplexes, as well as the three-story Avon Hotel at 405 Carolina (now Hewitt Street). This includes the portions of the Project Site now occupied by Building A and by the current public parking lot. The remainder of the Project Site was vacant.

In 1919, a new building to house a window shade factory was constructed on the western portion of the current public parking lot. In 1922, a new one-story grocery store building was erected on the site now occupied by Building A, while a lunchroom was added to a separate store building along 4th Street. In 1923, the Avon Hotel was identified as a Japanese rooming house. In 1925, a restaurant building along 4th Street was demolished. By 1927, Building C is extant (having been constructed sometime after 1906), with the rest of the Project Site developed with various dwellings, the Avon Hotel, and an industrial building at the west end of the current public parking lot.

The Project Site appears to remain essentially unchanged through the 1930s. By 1942, Building C was listed as housing the Ross Box Company. By 1944, the Avon Hotel also included a restaurant/café, and the industrial building at the west end of the current public parking lot was occupied by Better Rest Mattress. Then in 1947, a permit was issued for the construction of a 20-by-30-foot concrete block building at 412 S. Colyton Street to be used for hide/leather curing. Built by owner L.S. Ziff and designed by architects Saul & Brown, this comprises the northern portion of Building B. Louis Ziff had been operating a brush and broom manufacturer's supply company (later known as Pacific Coast Brush Co.) on this site since at least 1935.

By 1950, Vincent had been renamed 4th Street, and Carolina had been renamed Hewitt Street. The Project Site was fully built out by this time. It was developed with eight separate one-story residential buildings, including single family dwellings and duplexes, the Avon Hotel along Hewitt Street, an industrial building along 4th used for mattress manufacturing, and a store building at the corner of 4th and Hewitt. The northern portion of Building B is extant by this time, used for "animal hair processing," with a separate building to the south for "hair pulling." Both of these buildings were situated at the rear of their lot on Colyton, with a one-

story dwelling in front. Building C is also extant on Hewitt, and was used for carton paper storage, with a loading dock to the south and a lumber storage area behind the building.

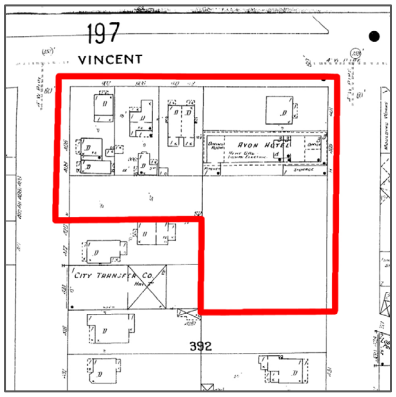
In 1951, Louis Ziff constructed a 20-by-20-foot concrete block addition to his existing animal hair processing building, replacing the previous detached structure. This southern addition completes the construction of Building B. Meanwhile, five dwellings were demolished along 4th and Colyton to make way for new construction. In 1952, a permit was issued for the construction of a one-story, 80-by-100-foot brick office/warehouse building with an exterior loading dock at 900 E. 4th Street. Built by owner Thomas Steele, this comprises Building A. By 1953, all but three residential buildings were gone from the Project Site, replaced by industrial buildings. The Avon Hotel and the store building at 4th and Hewitt remain. Building A was being used for asbestos fabrication. Building B continued its use as "animal hair processing" and "hair pulling." Building C continued its use as carton paper storage; however, its loading dock was no longer extant, and its rear yard was now a truck company storage yard. In 1954, the dwelling in front of Building B was demolished. That same year, two duplexes were demolished along 4th Street. In 1955, a store building was relocated to the site along 4th for use as a café, and the Avon Hotel on Hewitt was demolished. It is around this time that the northeastern portion of the Project Site began to be used for surface parking. By 1956, Building A was occupied by the Advance Manufacturing Company, later renamed Household Manufacturing Company, maker of stainless steel utensils and cutlery. Building B was listed as housing S. Berger & Company. Building C was listed as Ross Box Co., G&G Trucking Co., and Murphy Transportation.

In 1957, Building C was listed as a cabinet shop that is for sale, and in 1958, an auction was held at to sell off a range of woodworking machinery and equipment. By 1960, Building C was occupied solely by Murphy Transportation. By 1963, Building A was listed as Cupples Products Corp. and as Acoustical Specialty Products. In 1963, the store building at 4th and Hewitt was occupied by Mendy's Grill, which by 1964 was Tasty Grill. The industrial building at the west end of the current public parking lot was now occupied by Sanitary Mattress Co. In 1979, Building A applied for a change of use from manufacturing to food processing by the Ono Fish Cake Company. Also that year, the café building at the corner constructed a kitchen and storage area addition. In 1981, Building C applied for a change of use from warehouse to trucking office. In 1982, Building A was still occupied by the Ono Fish Cake Company.

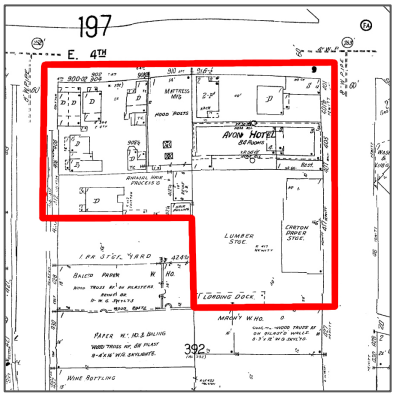
In 1990, Building A changed its use from manufacturing/office to warehouse/office and was occupied by Senka International, Inc. By this time, the lot to the south of Buildings A served as an associated parking area, and Building B as an associated storage building (as they appear to do today). In 1991, a permit was issued for the construction of a new 41-by-61-foot metal building at the rear of the lot just south of Building C, for use as a garage. Built by then-owner Japan Travel Bureau International and designed by 15x15 Architecture, this comprises Building D. By 1992, the industrial building at the west end of the current public parking lot changed its use from a mattress facility to an auto electric repair shop and office. This building, along with the café building at the corner of 4th and Hewitt, were demolished sometime between

2005 and 2009, thus creating the full extent of the current public parking lot. By 2006, Building C was occupied by MV Transportation, and Building D was serving as an associated shop building. In 2015, Building A applied for a change of use from warehouse to "art gallery and incidental retail use;" it appears to retain this use today.

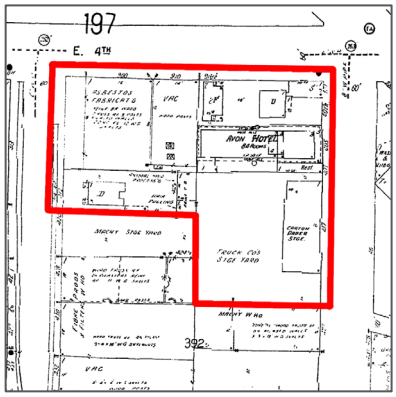
FIGURE 5: PROJECT SITE SANBORN MAPS (DETAIL)



1906.



1950.



1953.

The Project Site and surrounding area were surveyed by SurveyLA as part of the Central City North CPA, completed in September 2016. None of the properties comprising the Project Site were identified by SurveyLA as being eligible for individual historic listing or designation. As outlined above, SurveyLA evaluated properties for individual eligibility using relevant contexts and themes developed in the Citywide Historic Context Statement and established eligibility criteria and integrity thresholds. Per SurveyLA, the properties comprising the Project Site are not reflective of relevant themes developed in the Citywide Historic Context Statement, and thus do not meet eligibility criteria for individual historic listing or designation at the federal, state, or local levels. This report accepts these SurveyLA findings and does not re-evaluate these properties. Therefore, none of the buildings on the Project Site are considered individually eligible historical resources as defined by CEQA.

SurveyLA identified the *Downtown Los Angeles Industrial Historic District*, comprising the industrial zone of downtown between the Alameda Street corridor and the Los Angeles River, as a potential historic district eligible for listing in the National Register and the California Register, and for local designation as a Los Angeles HPOZ. This potential historic district was found significant under Criterion A/1/1 "for its role in the industrial development of Los Angeles; this area served as the city's primary industrial district from the late-19th century through World War II." The period of significance is 1900 to 1940, when most of the original buildings in the district were constructed.

The potential historic district is bounded generally by E. 1st Street on the north, Santa Fe Avenue and Mateo Street on the east, E. 7th Street on the south, and S. Alameda Street on the west. Development is almost exclusively industrial, ranging from modest industrial storefronts to massive warehouses spanning full city blocks. It contains 196 individual buildings. Of these, 104 have been evaluated as district contributors, or approximately 53 percent; 92 properties have been evaluated as non-contributors due to alterations or construction outside the period of significance. Additional district features include its interior circulation pattern (streets, alleys, rail spur rights-of-way); extensive surface parking areas; the absence of sidewalks, street lighting, and landscaping in some areas; evidence of former rail lines (remnant tracks and a rail stop); and remnant granite infrastructure (curbs, swales, and rail beds).

The potential *Downtown Los Angeles Industrial Historic District* as identified by SurveyLA and is therefore considered a historical resource as defined by CEQA. There are five properties adjacent to or across from the Project Site that were evaluated by SurveyLA as contributors to the potential historic district.[36]

- *407 S. Colyton Street* – This property is located at the southwest corner of Colyton and 4th streets, across Colyton Street from the Project Site to the west. It is developed with a one-story brick vernacular industrial building, constructed in 1932.
- *421 S. Colyton Street* – This property is located across Colyton Street from the Project Site to the southwest. It is developed with a three-story brick vernacular industrial building, constructed in 1909.
- *424 S. Colyton Street* – This property is located two parcels south of the Project Site. It is developed with a one-story brick vernacular industrial building, constructed in 1930.[37]
- *427 S. Hewitt Street* – This property is located immediately adjacent to the Project Site to the south. It is developed with a one-story brick vernacular industrial building, constructed in 1920.[38]
- *428 S. Hewitt Street* – This property is located across Hewitt Street from the Project Site to the southeast. It is developed with a two-story industrial building, constructed in 1904.

Because these properties were identified by SurveyLA as contributors to the potential *Downtown Los Angeles Industrial Historic District,* potential impacts to the historic district overall resulting from alteration or loss of any of the contributing properties in the immediate Project vicinity are therefore evaluated in the section below.

[For a map of district contributors in the immediate vicinity of the Project Site, see Figure 6 below, followed by current photographs of each property.]

[37] This property has been altered since it was evaluated by SurveyLA.
[38] This property has been altered since it was evaluated by SurveyLA.

FIGURE 6: DISTRICT CONTRIBUTORS IN THE IMMEDIATE PROJECT VICINITY



Source: ZIMAS © 2019



407 S. Colyton Street, north and east façades *(southwest view)*.



421 S. Colyton Street, east façade *(northwest view)*.

[39] Field photographs were taken by Historic Resources Group on September 26, 2019.



424 S. Colyton Street, west façade *(southeast view)*.



427 S. Hewitt Street, east façade *(west view)*.



428 S. Hewitt Street, west façade *(southeast view)*.

Significance Threshold

A significant effect on the environment as defined by CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired."[40] According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

B. Account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g) Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

According to CEQA Guidelines Section 15064.4(d)(1-3), in evaluating the significance of the potential environmental effect of a project on historical resources, both direct physical changes to the environment and reasonably foreseeable indirect physical changes are considered:

1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project.

2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment.

3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable.[41]

[40] State CEQA Guidelines, Section 15064.5(b)(1).
[41] State CEQA Guidelines, Section 15064.4(d)(1-3).

As applied to the evaluation of potential impacts to historical resources, direct impacts are those that occur during construction and would include the demolition, material alteration, relocation, or conversion of a historical resource and/or its important character-defining features. Direct impacts may also involve potential damage related to adjacent underground excavation and general construction activities that could undermine the stability of a historical resource. Indirect impacts may involve alteration to the surroundings of a historical resource that could remove part or all of the associated setting of an historical resource, remove character-defining features or spaces surrounding the historical resource, or substantially impair or obscure the ability of the resource to convey its historical significance.

Potential impacts are considered both for historical resources on the Project Site, and in the Project vicinity. Historical resources that immediately border the Project Site are more likely to be adversely impacted, specifically by construction activities that have the potential to de-stabilize adjacent properties or by alteration to the immediate setting of the resources in the vicinity. Resources physically separated from the Project Site by other buildings or streets, or by additional distance, are less likely to be adversely impacted due to this spatial separation.

SurveyLA did not identify any individually eligible historical resources on the Project Site or in the immediate Project vicinity for which there could be reasonably foreseeable impacts. The Project Site is located within the boundary of the potential *Downtown Los Angeles Industrial Historic District*, which was identified by SurveyLA as eligible for historic designation at the federal, state, and local levels. None of the buildings on the Project Site were identified as contributors to the potential historic district by SurveyLA; however, there are five contributing buildings in the immediate vicinity of the Project Site that could potentially be impacted as a result of the Project. For CEQA purposes, contributing elements are treated as contributing features to the potential historic district, which is the historical resource. Non-contributing elements are not treated as contributing features to a historical resource. Therefore, potential direct and indirect impacts to the *Downtown Los Angeles Industrial Historic District* overall as a result of the Project are analyzed in this report.

Potential Impacts to the Potential Downtown Los Angeles Industrial Historic District

The potential *Downtown Los Angeles Industrial Historic District* is historically significant under criterion A/1/1 for its role in the industrial development of Los Angeles, serving as the city's primary industrial district from the late-19th century through World War II. According to guidance from the National Park Service, properties considered eligible under this criterion are associated with events that have made a significant contribution to the broad patterns of our history. This association may be with a single event—such as the founding of a town—or with a pattern of events, repeated activities, or historic trends—such as a pattern of development over time. Additionally, the event or trend must clearly be important within the associated context, and the property must have an important association with the event or historic.[42] The potential

[42] *National Register Bulletin 15*, 12.

Downtown Los Angeles Industrial Historic District was identified as significant for the critical function it served in Los Angeles' early industrial development; it continues to convey its distinctive character as an early-20th century industrial center.

This potential historic district is composed almost exclusively of industrial building types dating from the first four decades of the 20th century. Contributing buildings vary widely in terms of size, scale, massing, design, setback and orientation. Building types range from generic single-story industrial spaces, to multi-story factories and manufacturing plants, to massive warehouse and storage buildings spanning full city blocks. Some buildings are oriented along former rail spurs or set behind large open areas for truck parking, while others are set at the street with a pedestrian orientation at the ground level. Daylight factories display large expanses of industrial windows, while warehouse buildings have solid walls with little or no fenestration. Some buildings are essentially utilitarian in their outward appears, while others were architect-designed and display elements of specific architectural styles.

This potential historic district's significance is conveyed not only through its individual contributing buildings, but through a variety of other physical features. The potential historic district's location within the eastern portion of downtown Los Angeles and along the Los Angeles River suggests the area's origins as the city's first and most important industrial area. The potential historic district's interior circulation pattern—with its mix of streets, alleys, rail spur rights-of-way and expansive parking areas—is indicative of an industrial area that witnessed the transition from direct rail delivery to containerization and truck delivery. Remnant tracks and a rail stop are direct evidence of the potential historic district's rail-oriented past. Remnant granite infrastructure—including curbs, swales, and rail beds—appear to be some of the potential historic district's earliest extant features. The area's absence of sidewalks and street lighting in some areas, and the absence of landscaping throughout, are also indicative of the area's industrial origins. The potential historic district's historic significance is experienced through the presence of these physical features, along with a nearly exclusive concentration of industrial building types from the early 20th century.

The Project Site is located within the boundaries of the potential *Downtown Los Angeles Industrial Historic District*. There are two component activities of the Project that have the potential to adversely impact the potential historic district: direct impacts resulting from demolition or loss of existing buildings within the potential historic district, and indirect impacts resulting from the addition of a new building within the potential historic district. Potential impacts of each of these activities to the potential *Downtown Los Angeles Industrial Historic District* are discussed below.

Potential Direct Impacts from Demolition

The Project would demolish three buildings on the Project Site—the storage building (Building B) associated with the existing building formerly occupied by the A+D Museum, and the office building (Building C) and associated garage/storage building (Building D). Because all of these buildings are non-contributors to the potential *Downtown Los Angeles Industrial*

Historic District, their demolition would not diminish the number of contributing buildings to the potential historic district. All of the extant contributing buildings to the potential historic district would remain intact after removal of the three buildings on the Project Site. After construction of the Project, the potential historic district would continue to convey its historic significance under criterion A/1/1 as Los Angeles' primary industrial district from the late-19th century through World War II. Because the potential historic district would continue to convey its historic significance, it would remain eligible for listing in the National Register and California Register, and for local designation as a Los Angeles HPOZ. Therefore, the demolition of three buildings on the Project Site would not result in a significant impact to the potential historic district, which is a historical resource as defined by CEQA.

Potential Direct Impacts from Construction-Related Activities

As noted above, there are five contributing buildings in the immediate vicinity of the Project Site. As reported in the Noise and Vibration Impact Analysis for this Project, the Project has the potential to compromise the structural integrity of two of these contributing properties: 424 S. Colyton Street and 427 S. Hewitt Street.[43] The Project would include demolition, excavation, and new construction activities immediately adjacent to or within close proximity of these properties. Specifically, the Project would require excavation across the majority of the Project Site for the construction of three levels of subterranean parking. These activities have the potential to damage or destabilize these nearby contributing properties due to demolition of existing structures, excavation or other ground-disturbing activities, vibration, soil settlement, and general construction activities. Therefore, the potential loss of two contributing buildings is analyzed in the context of potential impacts to the potential *Downtown Los Angeles Industrial Historic District*.

The potential loss of both contributing properties would be an extreme scenario. Assuming the loss of two contributing properties due to structural vibration impacts, the Project would have an impact on the potential *Downtown Los Angeles Industrial Historic District*. However, in order for this impact to be considered significant, it must result in material impairment to the significance of the historic district. As previously noted, the significance of a historical resource is materially impaired when a project "[d]emolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance."

As described above, the potential *Downtown Los Angeles Industrial Historic District* contains 196 individual buildings, 104 of which have been evaluated as district contributors, or approximately 53 percent. Assuming a scenario wherein the two contributing properties at

[43] The Noise and Vibration Impact Analysis conducted for this Project identified three nearby properties as potentially subject to structural vibration impacts: 418 S. Colyton Street, 424 S. Colyton Street, and 427 S. Hewitt Street. Of these properties, two are contributors to the potential *Downtown Los Angeles Industrial Historic District* and therefore are relevant to this historical resources impact analysis. The property at 418 S. Colyton Street is not a contributor to the potential historic district. None of these properties qualifies as an individual historical resource under CEQA.

424 S. Colyton Street and 427 S. Hewitt Street were both damaged or destroyed by structural vibration impacts to the extent that they could no longer convey their significance as contributors to the potential historic district, the number of district contributors would be reduced to 102, or approximately 52 percent. The Project would have a negligible impact on the overall integrity of the potential historic district. The majority of individual buildings within the district would remain district contributors. The district would also retain the other physical features which contribute to its significance—including its location, interior circulation pattern, industrial use, absence of landscaping, and evidence of former rail lines.

Thus, even with an assumed loss of two contributing properties to the potential *Downtown Los Angeles Industrial Historic District* due to structural vibration impacts, the impact to the historic district itself would remain less than significant. The potential historic district would retain the majority of the components that make up its historic character and would continue to convey its historic significance as Los Angeles' primary industrial district from the late-19th century through World War II. As such, it would remain eligible for listing in the National Register and California Register, and for local designation as a Los Angeles HPOZ. Therefore, the Project would result in a less than significant impact as a result of construction-related activity to the potential *Downtown Los Angeles Industrial Historic District*, which is a historical resource as defined by CEQA.

Despite a finding of a less than significant impact to a historical resource, mitigation measures that are presented in the Noise and Vibration Impact Analysis for this Project to address potentially significant impacts to nearby buildings are disclosed herein. With these mitigation measures, the Project would reduce potentially significant structural vibration impacts to nearby buildings to less than significant, including to the two contributing properties to the potential *Downtown Los Angeles Industrial Historic District* as identified in this report. However, some of the mitigation measures require the consent of other property owners who may not agree to implement all components of the measures. Therefore, implementation of the provided mitigation measures cannot be guaranteed. Thus, it is conservatively concluded that structural vibration impacts to nearby buildings, including to the two contributing properties to the potential historic district, would be significant and unavoidable, as outlined in the Noise and Vibration Impact Analysis. However, even assuming this extreme scenario, impact to the potential *Downtown Los Angeles Industrial Historic District* would remain less than significant.

Potential Indirect Impacts from New Construction

The Project would construct a new 297-foot, 18-story commercial office building, adding substantial height and density to parcels currently occupied by one-story industrial buildings and surface parking lots.[44] However, in order for this alteration to be considered a substantial adverse change, it must be shown that the integrity and/or significance of a historical resource

[44] The Office Building would have a maximum height of 297 feet, including the elevator shaft/overrun.

would be *materially impaired* by the proposed alteration. A historical resource is not materially impaired unless it is altered in an adverse manner to the point that its physical characteristics fail to convey its historical significance and thus would no longer be eligible for historic listing or designation.[45] Therefore, potential indirect impacts as a result of new construction are discussed within the context of: 1) potential impacts to the *Downtown Los Angeles Industrial Historic District* overall as a result of the introduction of a new 18-story office tower within the district boundary; and 2) whether changes to the setting of the five contributing buildings in the immediate Project vicinity would materially impair the contributing buildings such that they would no longer be able to convey their significance as contributors to the historic district, and therefore, could result in an impact to the historic district.

Potential Impacts to the Historic District Overall from New Construction

The Office Building consists of a commercial office tower over a five-story podium (with retail at the ground level and four parking levels above), and three levels of subterranean parking. At 18 stories, the new building would be substantially taller than any other existing building located within the potential historic district. The tallest contributing buildings within the potential historic district are six and seven stories. The National Biscuit Company building (now Biscuit Company Lofts) at Industrial and Mateo streets appears to be the tallest contributing building in the potential historic district. Constructed in 1925, this building is seven stories plus a tower. The Diamond Walnut Co. building (1921) at E. 7th Street and Mill streets is also seven stories. The Metropolitan Warehouse Co. building (1924) at 6th and Mill streets; the warehouse building (1924, now Toy Factory Lofts) at Industrial and Mateo streets; and the Broadway Department Store warehouse (1923) at 1308 E. Factory Place are each six stories tall. The new building would introduce a new skyline element which would be out of scale with the more modest heights of nearby contributing buildings within the potential historic district boundaries.

Despite its height, the new building's overall design is sympathetic to its industrial surroundings in a number of ways. The new building's exterior design is divided into two parts: a base or podium, reflecting industrial design characteristics, and upper stories housing office space, with contemporary design characteristics. The podium, which would contain the new ground floor commercial spaces and four levels of screened aboveground parking, is five stories and rises to a height of approximately 90 feet. The office levels on the 6th through 18th floors are set back from the podium edges on the south and west facades, effectively reducing the perception of mass and height from street level. The podium is also visually separated from the office levels by the 6th floor and mezzanine level which is further recessed beneath the tower. This visual separation between the building's two parts allows the podium to be read from street level as a distinct volume, which is compatible in scale and massing with some of the larger warehouse and factory buildings in the potential historic district. The design of the office levels includes bands of windows, visible floor plates, and continuous projecting balconies, giving the building

[45] *CEQA Guidelines*, § 15064.5(b)(1).

a strong horizontal emphasis that helps to diminish the appearance of height. The placement of the office levels incorporates a substantial setback on the west so that the full height of the new building is not immediately juxtaposed with the existing building formerly occupied by the A+D Museum building on the Project Site.

The design of the podium is intended to reinforce the existing urban pattern context established in the potential *Downtown Los Angeles Industrial Historic District*. The podium is set close to the existing sidewalk along E. 4th Street, with a minimal setback of approximately three feet. The two street-facing façades, along E. 4th and Hewitt streets, include active retail and office uses on the ground floor with direct pedestrian access at street level. These design elements continue the pattern of pedestrian-oriented development in this part of the potential historic district. On Colyton and Hewitt streets, where new sidewalks would be added, the existing sloped street (reverse crown) with concrete centerline drainage would be retained, maintaining the industrial aesthetic of these roadways.

Additionally, various aspects of the podium's architecture reinforce the existing design context established within the potential historic district. The podium has a rough board-form concrete finish and minimal, utilitarian detailing. On the ground floor, retail openings feature industrial bi-fold doors set in large bay openings beneath a continuous transom. Monumental pull-up doors are set at either end of the passageway that links Hewitt and Colyton streets and mark the main entry to the new building. The above-ground parking levels display bays of large steel-frame industrial windows (non-operable) along both street-facing façades (E. 4th and Hewitt streets), echoing the fenestration patterns of daylight factories which occur in the potential historic district. On the south and where the new building would face adjacent off-site structures, the parking levels are enclosed with solid walls of rough board-form concrete, resembling with solid walls and lack of fenestration seen in many warehouse buildings within the potential historic district. Some of these walls would be accented with murals, a nod to the prevalence of large-scale painted murals that adorn walls, gates, and buildings throughout the Arts District. Facing the existing building formerly occupied by the A+D Museum, the parking levels are open to air but concealed behind metal screens. Additional exterior features—such as railings and stairways—are metal, continuing the use of industrial materials throughout.

By its nature as a functioning industrial area through most of the 20th century, the character of the potential *Downtown Los Angeles Industrial Historic District* has been one of continual evolution. While the potential historic district's period of significance is defined as 1900 to 1940, it continued to develop for several decades beyond this period with new infill construction and the modernization of outdated facilities. However, because this potential historic district is such a singular resource—comprising the City's primary industrial area from the late-19th century through World War II—it continues to convey its historic significance despite considerable changes over time. While the Project would add a prominent new element to the potential historic district, it would not remove or alter any of the physical features that contribute to the potential historic district's ability to tell the story of early industrial development in Los Angeles. The Project would not demolish or physically alter any

contributing buildings, nor would it result in the alteration or loss of any of the additional physical features that contribute to the potential historic district's strong sense of time and place, such as its interior circulation pattern, sloped streets (reverse crown) with concrete centerline drainage, remnant tracks and rail stop, and remnant granite infrastructure. Despite the proposed new construction, all of the potential historic district's relevant aspects of integrity would be unaffected by the Project. As such, the historic integrity of the potential *Downtown Los Angeles Industrial Historic District* would be retained.

While the Project would alter the potential historic district's setting by adding a new building that is substantially taller than the existing buildings in the potential historic district, this alteration would not materially impair the potential historic district such that it could no longer convey its historic significance. After construction of the Project, the potential historic district would retain all of the significant character-defining features that convey its historic significance. It would retain its distinctive character as an early 20th-century industrial area and would continue to tell the story of early industrial development in Los Angeles. For these reasons, the significance and integrity of the potential *Downtown Los Angeles Industrial Historic District* would not be materially impaired by the Project. The Project would not result in significant impacts to the potential historic district, and thus the potential historic district would remain eligible for listing in the National Register and California Register, and for local designation as a Los Angeles HPOZ.

Potential Impacts to the Historic District from Changes in Setting to Adjacent Contributors

As described above, there are five properties in the immediate vicinity of the Project Site that were identified by SurveyLA as contributors to the potential *Downtown Los Angeles Industrial Historic District.* The construction of a new 18-story office tower on the Project Site would not physically alter these properties in any way. All five contributing buildings would remain intact in their current locations and would retain the existing physical characteristics that convey their historic significance, and thus would retain integrity of *location*, *design*, *materials*, *workmanship*, *feeling*, and *association*.

Therefore, the only aspect of integrity that could potentially be affected by the Project is integrity of *setting*. The Project would erect a substantial new physical structure in the vicinity of these contributing properties, thereby changing their immediate surroundings. Four of these properties are separated from the Project Site by the width of the street or another intervening building. Due to this physical separation, the new construction would not interfere with existing visual and/or spatial relationships between the contributing properties and their immediate surroundings. After construction of the Project, these buildings would remain in their original locations and would retain all of the significant character-defining features that convey their historic significance as early 20th-century industrial development associated with Los Angeles' primary industrial area from the late-19th century through World War II.

The property at 427 S. Hewitt Street directly abuts the Project Site on the south.[46] The Project would construct an 18-story commercial office building immediately adjacent to this property, which would considerably change the property's immediate surroundings on its northern boundary, thereby altering the property's integrity of setting. However, the property's setting is not critical to the understanding of its historic significance. This property's significance is expressed primarily through its street-facing (east) façade, while the change in setting would occur along the building's secondary (north) façade. The new construction would in no way encroach upon the contributing property or obscure any important character-defining features, and thus would not alter the way in which the property would be experienced. While this property's integrity of *setting* would be partially altered by the new construction, this alteration would not materially impair the property's ability to convey its historic significance as a contributor to the potential *Downtown Los Angeles Historic District*. After construction of the Project, the contributing property at 427 S. Hewitt Street would remain in its original location and retain all of the significant character-defining features that convey its historic significance.

Changes to the setting of the five contributing buildings in the immediate vicinity of the Project Site would not result in significant impacts to the potential historic district, and thus the potential historic district would remain eligible for listing in the National Register and California Register, and for local designation as a Los Angeles HPOZ. Therefore, the Project would result in a less than significant indirect impact as a result of new construction within the potential *Downtown Los Angeles Industrial Historic District*, which is a historical resource as defined by CEQA.

Cumulative Impacts

A significant cumulative impact associated with a project and related projects would occur if the impact would render a historical resource no longer eligible for historic listing or designation. Cumulative impacts have the potential to affect resources with the same level or type of designation or evaluation, resources that are significant within the same historic context, or contributing properties to the same historic district. Because the Project Site is located within the potential *Downtown Los Angeles Industrial Historic District*, it is appropriate to consider potential impacts that could accumulate from the Project and related projects that are located within the potential historic district boundaries, and to identify whether the Project's impact would be cumulatively considerable.

A list of related projects for the Project was prepared based upon information provided by the Los Angeles Department of Transportation, Los Angeles Department of City Planning, recent case filings, and recent traffic studies. This list identified 137 related projects within a 1.5-mile radius of the Project Site as of June 4, 2019 (Related Projects). Of the 137 Related Projects, twelve are located within the boundaries of the potential *Downtown Los Angeles Industrial Historic District*, in whole or in part. Of these, six have environmental review documents

[46] This property has been altered since it was evaluated by SurveyLA. The bay openings have been infilled and a rectangular projecting volume has been added to the center of the façade.

currently published on the Los Angeles Department of City Planning website. Thus, the potential for impacts to historical resources as analyzed through environmental review can be considered only for these six projects.[47]

- **Garey Building, 905 E. 2nd Street (Megatoys Project)** – This project developed a new 6-story mixed-use project along both sides of S. Garey Street between E. 1st Street and E. 2nd Street. The project site is partially located within the potential historic district boundaries. This project pre-dates the identification of the potential *Downtown Los Angeles Industrial Historic District*, and therefore does not contribute to cumulative impacts of the current Project to the historical resource.

- **2nd and Vignes Project, 929 E. 2nd Street** – This project would develop a new seven-story mix-use commercial project, including the rehabilitation and adaptive reuse of the two-story Challenge Cream & Butter Association (CCBA) Building, the addition of five stories to the existing building, and construction of a new seven-story building. The project site is located within the potential historic district boundaries, and the subject property was previously evaluated as a district contributor. The Initial Study (IS) concluded that this project would have a less than significant impact on historical resources. The IS found that after completion of the project, the subject property would continue to convey its significance as a contributor to the potential historic district, and that the district would remain eligible for historic listing or designation.[48] Therefore, this project would not contribute to cumulative impacts to the potential *Downtown Los Angeles Industrial Historic District*.

- **400 S. Alameda Street Project** – This project would rehabilitate and adaptively reuse a three-story manufacturing building as a hotel with 66 guestrooms, retail and restaurant functions on the ground level, and a bar on the rooftop level. The project site is located within the potential historic district boundaries, and the subject property was previously evaluated as a district contributor. The Historic Resource Assessment completed for the IS concluded that this project would have a less than significant impact on historical resources. The assessment found that after completion of the project, the subject property would continue to convey its significance as a contributor to the potential historic district, and that the district would remain eligible for historic listing of designation.[49] Therefore, this project would not contribute to cumulative impacts to the potential *Downtown Los Angeles Industrial Historic District*.

- **Arts District Center Project, 1129 E. 5th Street** – This project would demolish the existing building on the site and construct a new mixed-use live/work, hotel, retail, restaurant, art gallery, and artist collaborative space (Artist CoLab). The project site is

[47] The status of the other six Related Projects with respect to historical resource impacts is not known.
[48] The Initial Study for this project was prepared by ESA PCR, February 2017.
[49] The Historic Resource Assessment for this project was prepared by Chattel, Inc., December 23, 2016.

located within the potential historic district boundaries. The subject property was previously evaluated as a district contributor. However, per the Historical Resource Technical Report, the subject property was re-evaluated as a non-contributor to the potential historic district, and therefore its demolition was considered not to have an impact on the potential historic district.[50] As this project would result in the loss of a district contributor through re-evaluation, conservatively the project is considered herein as contributing to cumulative impacts to the potential *Downtown Los Angeles Industrial Historic District*.

- Palmetto Project, 527 S. Colyton Street – This project would demolish a warehouse building and construct a 12-story mixed-use development, including live/work residential units, various commercial uses, and a two-level subterranean parking garage. The project site is partially located within the potential historic district boundaries; the subject property was previously evaluated as a district non-contributor. The IS states that because the project site is located within the boundaries of the potential historic district, potential impacts to historical resources will be analyzed during environmental review.[51] However, because the subject property to be demolished is a district non-contributor, this project would not contribute to cumulative impacts to the potential *Downtown Los Angeles Industrial Historic District*.

- 668 S. Alameda Street Project – This project would develop a mixed-use live/work and commercial project. The project site is partially located within the potential historic district boundaries; the portion of the subject property within the district boundaries does not contain any buildings. The Phase 1 Cultural Resources Assessment concluded that this project would not result in impacts to historical resources.[52] Because the subject property does not contain any district contributors, this project would not contribute to cumulative impacts to the potential *Downtown Los Angeles Industrial Historic District*.

The cumulative impact analysis for the Project is based upon available environmental review documentation. As outlined above, of the six Related Projects for which a historical resource impacts analysis is available, only the Arts District Center Project at 1129 E. 5th Street would result in the loss of a district contributor—in this case through re-evaluation—and thus would contribute to cumulative impacts to the potential *Downtown Los Angeles Industrial Historic District*. Combined with the assumed loss of two contributing properties from the current Project, the number of district contributors would be reduced to 101 out of 196 total individual buildings, or approximately 52 percent. That is, the majority of individual buildings within the district would remain district contributors. The district would also retain the other

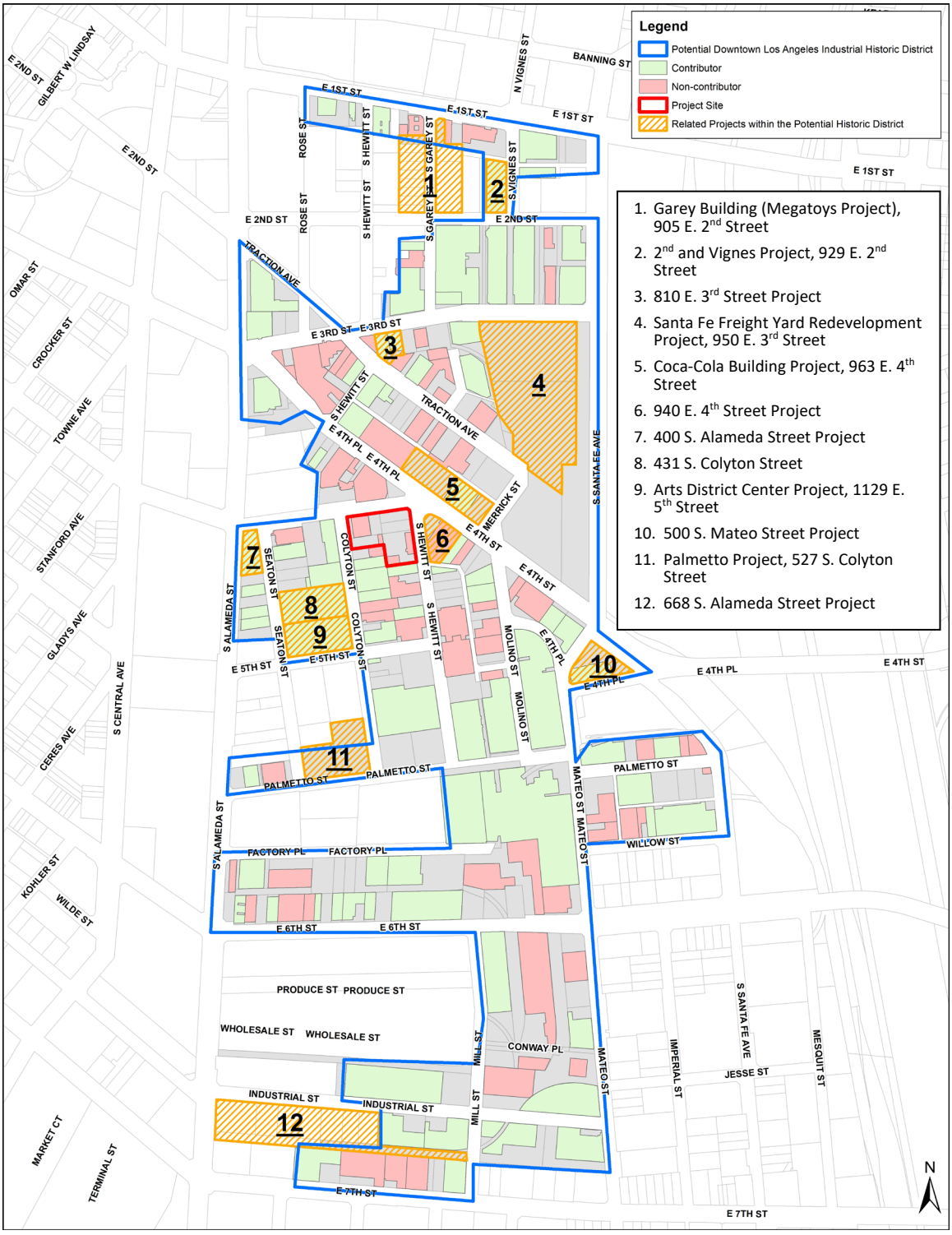
[50] The Historical Resource Technical Report for this project was prepared by GPA Consulting, March 2018.
[51] The Initial Study for this project was prepared Impact Sciences, Inc., October 2018.
[52] The Cultural Resources Assessment for this project was prepared ESA, June 15, 2017.

physical features which contribute to its significance—including its location, interior circulation pattern, industrial use, absence of landscaping, and evidence of former rail lines.

Based upon this analysis, the potential historic district would retain the majority of the components that make up its historic character and would continue to convey its historic significance as Los Angeles' primary industrial district from the late-19th century through World War II. As such, it would remain eligible for listing in the National Register and California Register, and for local designation as a Los Angeles HPOZ. Therefore, the combined impact of the current Project and Related Projects to the potential *Downtown Los Angeles Industrial Historic District* would not be cumulatively considerable.

[For a map of Related Projects within the potential Downtown Los Angeles Industrial Historic District, see Figure 7 below.]

FIGURE 7: RELATED PROJECTS WITHIN THE DOWNTOWN LOS ANGELES INDUSTRIAL HISTORIC DISTRICT



* Project sites are depicted based on known street addresses and may not be represent the full extent of each project.

Summary of Impacts

The Project Site is located within the boundaries of the potential *Downtown Los Angeles Industrial Historic District*, which is a historical resource as defined by CEQA. There are no individual historical resources on the Project Site or in the Project vicinity; therefore, this report analyzes potential impacts to the historic district. The Project does not propose to demolish or physically alter any contributing buildings, nor would it result in the alteration or loss of any of the additional physical features that contribute to the potential historic district's historic significance. The three buildings to be demolished on the Project Site are non-contributors to the potential historic district. The new construction would partially alter the integrity of setting for five contributing properties in the immediate vicinity of the Project Site. However, these properties would continue to convey their significance and would remain contributors to the potential historic district.

The Project does have the potential to compromise the structural integrity of two contributing properties in the immediate vicinity of the Project Site due to potential structural vibration impacts. The potential loss of both contributing properties would be an extreme scenario. However, assuming a scenario wherein these two contributing properties were damaged or destroyed by structural vibration impacts to the extent that they could no longer convey their significance as contributors to the potential historic district, the number of district contributors would be reduced from 104 to 102, or from approximately 53 percent to approximately 52 percent. The Project would have a negligible impact on the overall integrity of the potential historic district. The majority of individual buildings within the district would remain district contributors. The district would also retain the other physical features which contribute to its significance. Thus, even with an assumed loss of two contributing properties to the potential *Downtown Los Angeles Industrial Historic District* due to structural vibration impacts, the impact to the historic district itself would remain less than significant.

Despite a finding of a less than significant impact to a historical resource, mitigation measures that are presented in the Noise and Vibration Impact Analysis for this Project to address potentially significant impacts to nearby buildings are disclosed herein. With these mitigation measures, the Project would reduce potentially significant structural vibration impacts to nearby buildings to less than significant, including to the two contributing properties to the potential *Downtown Los Angeles Industrial Historic District* as identified in this report. However, as some of the mitigation measures require the consent of other property owners, implementation of the provided measures cannot be guaranteed. Thus, it is conservatively concluded that structural vibration impacts to nearby buildings, including to the two contributing properties to the potential historic district, would be significant and unavoidable, as outlined in the Noise and Vibration Impact Analysis. However, even assuming this extreme scenario, the impact to the potential *Downtown Los Angeles Industrial Historic District* would remain less than significant.

A cumulative impact analysis based upon six Related Projects within the boundaries of the potential *Downtown Los Angeles Industrial Historic District* finds that one project would result

in the loss of a district contributor and thus would contribute to cumulative impacts to the potential historic district. Combined with the assumed loss of two contributing properties from the current Project, the number of district contributors would be reduced to 101, or approximately 52 percent. As the majority of individual buildings within the district would remain district contributors, and the district would also retain the other physical features which contribute to its significance, the district would remain eligible for historic listing or designation. Therefore, the combined impact of the current Project and Related Projects to the potential *Downtown Los Angeles Industrial Historic District* would not be cumulatively considerable.

After construction of the Project, the potential historic district would retain the majority of the components that make up its historic character and would continue to convey its historic significance as Los Angeles' primary industrial district from the late-19th century through World War II. Despite the proposed new construction, the significance and integrity of the potential historic district would not be materially impaired by the Project. As such, it would remain eligible for listing in the National Register and California Register, and for local designation as a Los Angeles HPOZ. For these reasons, the Project would result in less than significant impacts to the potential *Downtown Los Angeles Industrial Historic District*, which is a historical resource as defined by CEQA. Therefore, this analysis finds that the Project would not result in a substantial adverse change in the significance of a historical resource, and therefore would not have a significant effect on the environment as defined by CEQA.

As described above, the Project has the potential to compromise the structural integrity of two contributing properties to the potential *Downtown Los Angeles Industrial Historic District*—the properties at 424 S. Colyton Street and 427 S. Hewitt Street—due to structural vibration impacts, as outlined in the Noise and Vibration Impact Analysis.[53] The Project would include demolition, excavation, and new construction activities immediately adjacent to or within close proximity of these properties. Specifically, the Project would require excavation across the majority of the Project Site for the construction of three levels of subterranean parking. These activities have the potential to damage or destabilize nearby properties due to demolition of existing structures, excavation or other ground-disturbing activities, vibration, soil settlement, and general construction activities. As analyzed above, even assuming an extreme scenario wherein these two contributing properties were damaged or destroyed by structural vibration impacts, the impact to the *Downtown Los Angeles Industrial Historic District* itself would remain less than significant.

However, despite a finding of a less than significant impact to a historical resource, mitigation measures that are presented in the Noise and Vibration Impact Analysis for this Project to address potentially significant impacts to nearby buildings are disclosed herein. With these mitigation measures, the Project would reduce potentially significant structural vibration impacts to nearby buildings to less than significant, including to the two contributing properties to the potential *Downtown Los Angeles Industrial Historic District* as identified in this report.

Noise and Vibration Impact Analysis Mitigation Measure NOI-MM-2

Prior to demolition, the Applicant shall retain the services of a structural engineer or other qualified professional to conduct pre-construction surveys to document the current physical conditions of the following identified vibration-sensitive receptors: 418 S. Colyton Street, 424 S. Colyton Street, and 427 S. Hewitt Street.

Noise and Vibration Impact Analysis Mitigation Measure NOI-MM-3

Prior to the issuance of grading permits, the Applicant shall retain the services of a structural engineer or other qualified professional to prepare a demolition and shoring plan to ensure the proper protection and treatment of the properties at 418 S. Colyton Street, 424 S. Colyton Street, and 427 S. Hewitt Street during construction. The plan shall include appropriate measures to protect these properties from damage due to demolition of existing structures, excavation or other ground-disturbing activities, vibration, soil

[53] The Noise and Vibration Impact Analysis conducted for this Project identified three nearby properties as potentially subject to potentially subject to structural vibration impacts: 418 S. Colyton Street, 424 S. Colyton Street, and 427 S. Hewitt Street. Of these properties, two are contributors to the potential *Downtown Los Angeles Industrial Historic District* and therefore are relevant to this historical resources impact analysis. The property at 418 S. Colyton Street is not a contributor to the potential historic district. None of these properties qualifies as an individual historical resource under CEQA.

settlement, and general construction activities. The plan shall be submitted to the City of Los Angeles' Office of Historic Resources for review and approval.

Noise and Vibration Impact Analysis Mitigation Measure NOI-MM-4

Prior to the issuance of grading permits, the Applicant shall retain the services of an acoustical engineer or other qualified professional to develop and implement a structural monitoring program during construction. The performance standards of the structural monitoring program shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the receptor buildings (refer to NOI-MM-2).
- A registered civil engineer, certified engineering geologist, or vibration control engineer shall review the appropriate vibration criteria for the identified vibration receptors, taking into consideration their age, construction, condition, and other factors related to vibration sensitivity in order to develop additional recommendations for the structural monitoring program.
- Vibration sensors shall be installed on and/or around the identified vibration receptors to monitor for horizontal and vertical movement. These sensors shall remain in place for the duration of excavation, shoring, and grading phases.
- The vibration sensors shall be equipped with real-time warning system capabilities that can immediately alert construction supervisors when monitored vibration levels approach or exceed threshold limits. The registered civil engineer, certified engineering geologist, or vibration control engineer shall determine the appropriate limits.
- Should an exceedance of vibration thresholds occur, work in the vicinity of the affected area shall be halted and the respective vibration receptor shall be inspected for any damage. Results of the inspection shall be logged. In the event that damage occurs, the damage shall be repaired in consultation with a qualified preservation consultant. In the event of an exceedance, feasible steps to reduce vibratory levels shall be undertaken, such as halting/staggering concurrent activities and utilizing lower-vibratory techniques.

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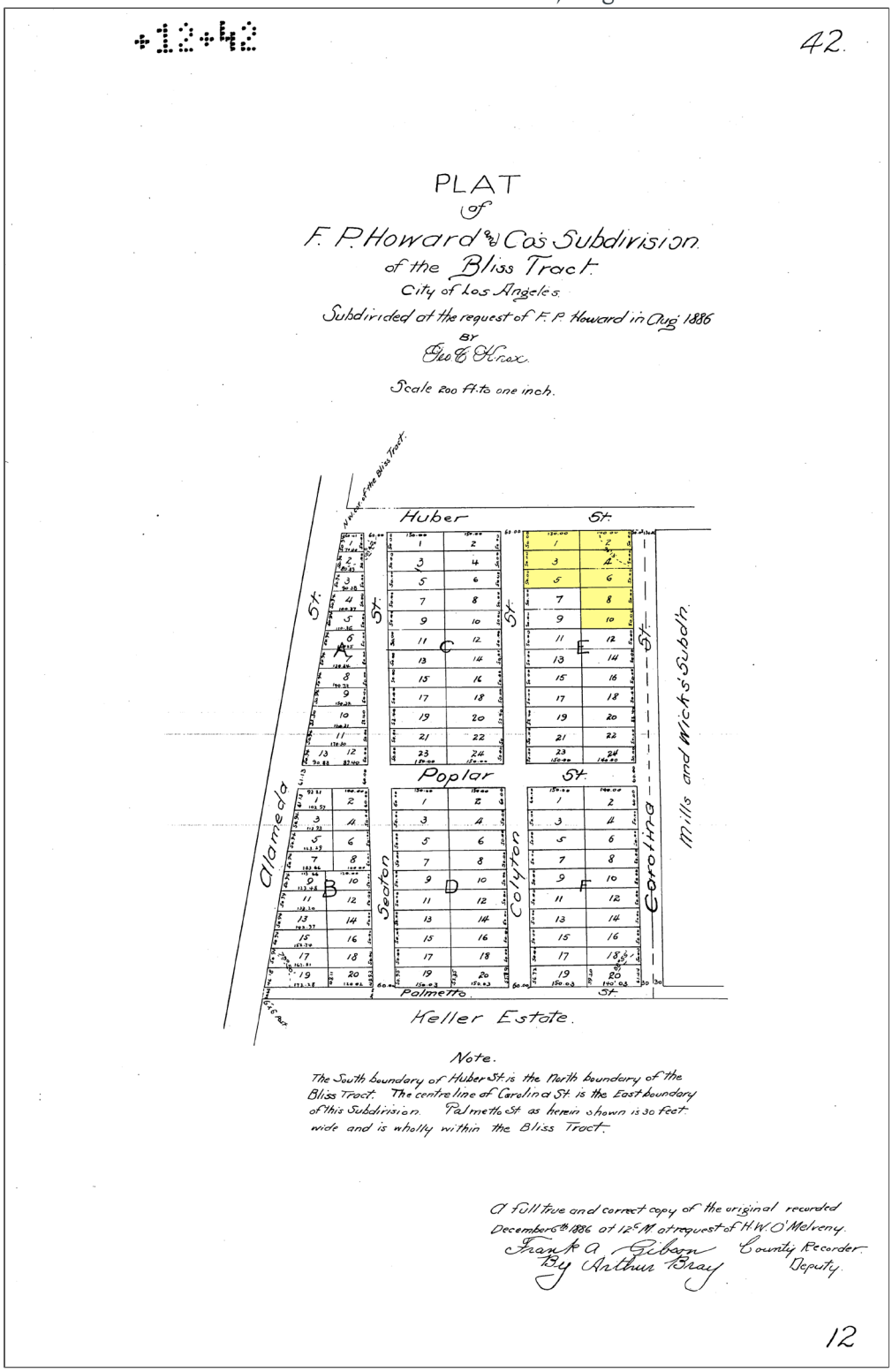
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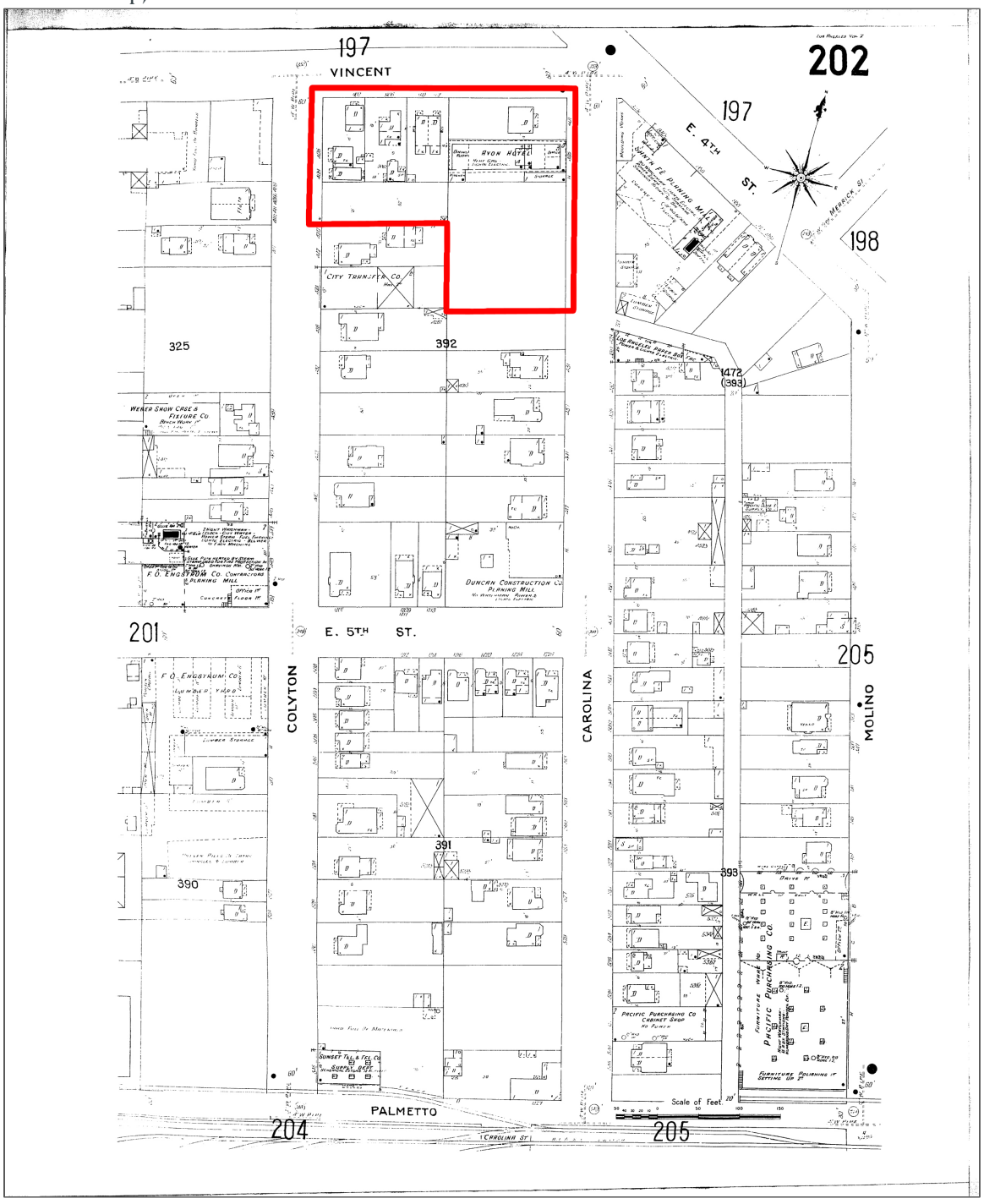
U.S. Department of the Interior. *National Register Bulletin 16A: How to Complete the National Register Registration Form.* Washington, D.C.: National Park Service, 1997.

F.P. Howard and Co.'s Subdivision of the Bliss Tract, August 1886.



APPENDIX B. SANBORN MAPS

Sanborn map, 1906.



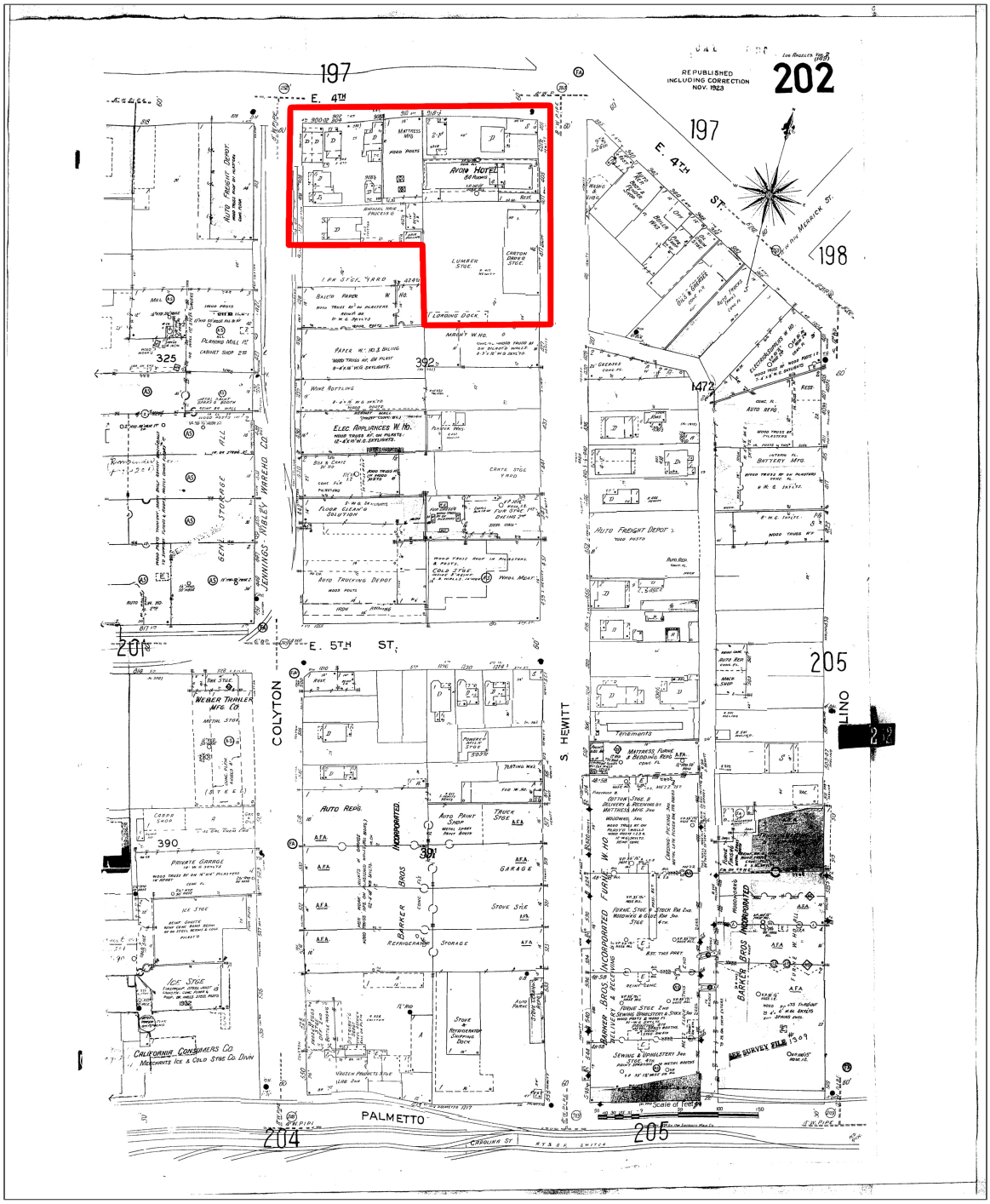
HISTORICAL RESOURCES TECHNICAL REPORT

4th and Hewitt Project

HISTORIC RESOURCES GROUP

745447328.1

Sanborn map, 1950.



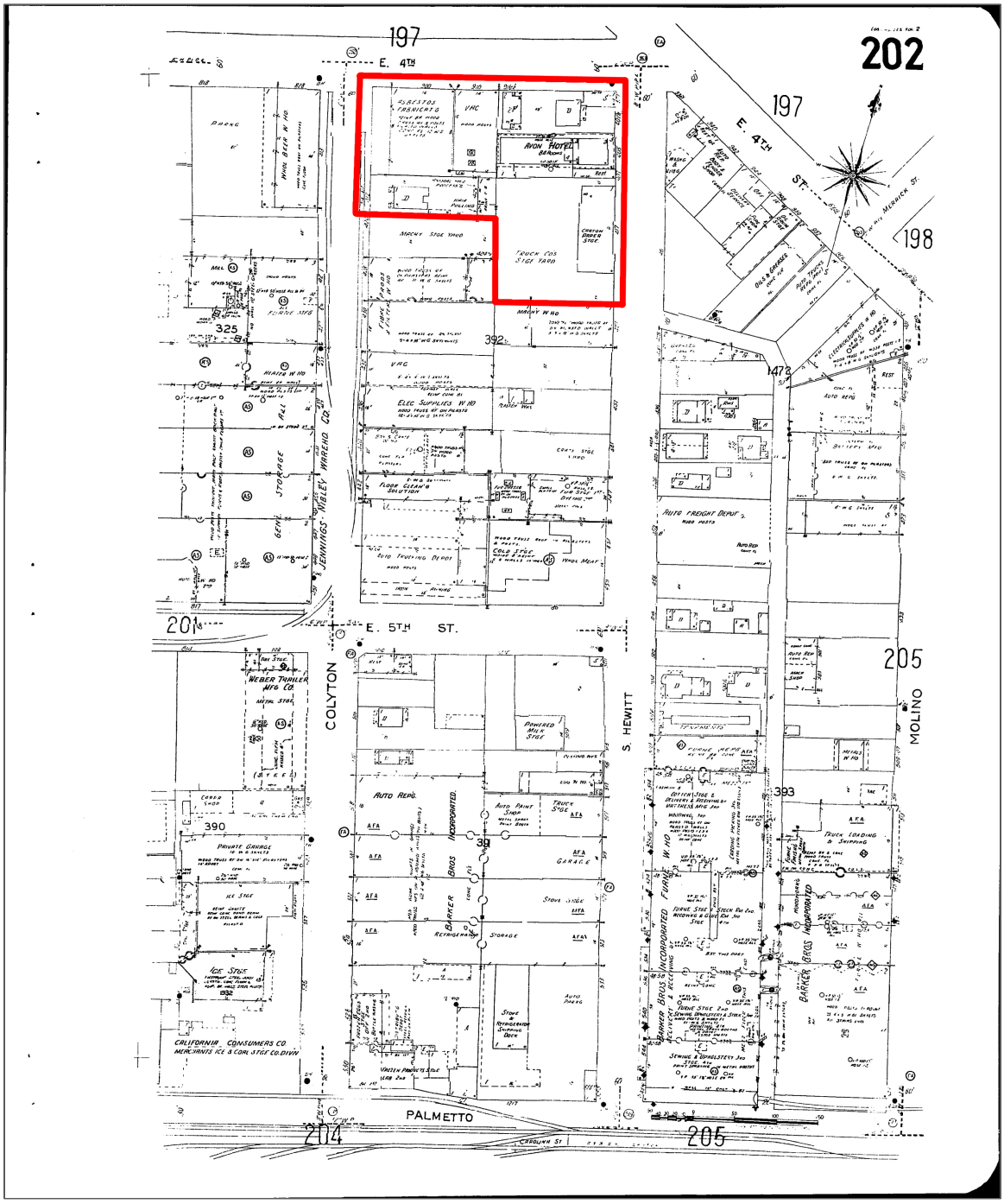
HISTORICAL RESOURCES TECHNICAL REPORT

4th and Hewitt Project

HISTORIC RESOURCES GROUP

745447328.1

Sanborn map, 1953.



HISTORICAL RESOURCES TECHNICAL REPORT

4th and Hewitt Project

HISTORIC RESOURCES GROUP

745447328.1



UCSB Library, Special Research Collections. *Los Angeles* [air photo]. 1:18,000. Flight C_113, Frame 307. July 31, 1927.



UCSB Library, Special Research Collections. *Los Angeles* [air photo]. 1:7,200. Flight C_1930, Frame 86. December 15, 1931.



UCSB Library, Special Research Collections. *Los Angeles* [air photo]. 1:2,400. Flight C_2917, Frame Z-43. January 28, 1934.



UCSB Library, Special Research Collections. *Los Angeles* [air photo]. 1:24,000. Flight C_11351, Frame 9-30. April 30, 1947.



UCSB Library, Special Research Collections. *Los Angeles* [air photo]. 1:14,400. Flight C_22555, Frame 15-31. June 30, 1956.



UCSB Library, Special Research Collections. *Los Angeles* [air photo]. 1:14,400. Flight C_23870, Frame 1660. April 30, 1960.

DATE	FILE NO.	DOCUMENT TYPE	OWNER	EXISTING BUILDING(S)	WORK PERMITTED	ARCHITECT
Building A (built 1952)						
9/19/1952	41566	New construction permit	Thomas Steele	(none)	New construction of a 1-story, 80'x100' brick building with exterior loading dock; office and warehouse	
8/26/1952	41566	Certificate of Occupancy	T. Steele		Occupancy of 1-story, 80'x100' office and warehouse building	
2/8/1955	05714	Alteration permit	Thomas S. Steel	1-story, 80'x100' office and warehouse	Repair fire damage	
12/21/1956	60635	Alteration permit	900 Milton Bloome (900 E. 4th St.), Tom S. Steel (910 E. 4th St.)	1-story, 80'x100' brick building, manufacturing and warehouse of stainless steel utensils	(none listed)	
1/8/1970	01718	Alteration permit	Barney Weingard	1-story, 80'x100' brick office and warehouse	No alterations, packaging refrigerant gas, minor repairs, patch plaster, retile	
10/25/1979	92225	Alteration permit	Ono Fish Cake	1-story manufacturing	Change of use to food processing, interior alteration	Jungsoo Kwak
6/2/1980	04297	Sign permit	Ono Fish Cake		Install roof sign	Dave Ehrlich
7/11/1990	07339	Alteration permit	Senka International, Inc.	1-story, 80'x100' brick manufacture/ office	Change of use to warehouse/office, tenant improvement, interior office remodeling	PAL International
5/21/2013	13016-10000-10022	Permit and Certificate of Occupancy	LIG 900 910 and 926 E 4th St 405 411 S Hewitt St LLC	Office	Re-roof	
6/5/2015	15016-10000-05727	Permit and Certificate of Occupancy	LIG 900 910 and 926 E 4th St 405 411 S Hewitt St LLC	Warehouse, 7800 sf	Change of use to art gallery and incidental retail use, including new restrooms. Limited exterior work for accessibility (Per plan, alterations include new access ramp and new stairs from existing dock to adjacent parking area to the south.)	
6/5/2015	15044-90000-05483	HVAC permit	LIG 900 910 and 926 E 4th St 405 411 S Hewitt St LLC		Install new ducted AC split system and associated grilles	
10/6/2015	15016-10000-05727	Certificate of Occupancy	LIG 900 910 and 926 E 4th St 405 411 S Hewitt St LLC	Warehouse, 7800 sf	Change of use to art gallery and incidental retail use, including new restrooms. Limited exterior work for accessibility	

DATE	FILE NO.	DOCUMENT TYPE	OWNER	EXISTING BUILDING(S)	WORK PERMITTED	ARCHITECT
10/6/2015	Cert No. 136566	Certificate of Occupancy	LIG 900 910 and 926 E 4th St 405 411 S Hewitt St LLC	Warehouse, 7800 sf	Change of use to art gallery and incidental retail use, including new restrooms. Limited exterior work for accessibility	
Building B (built 1947, 1951)						
8/20/1947	18386	New construction permit	L.S. Ziff	(none)	New construction of a 1-story, 20′x30′ building, masonry exterior walls; hide curing (Per plan, to be built at the rear of the lot, northern portion of extant building.)	Saul & Brown
2/6/1948	18386	Certificate of Occupancy	L.S. Ziff		1-story, 20′x30′; leather curing	
12/10/1951	20469	Alteration permit	Mr. Louis Ziff	Wood-frame residence; 1-story, 20′x30′ concrete block building for animal hair processing	Construction of a 20′x20′ concrete block addition (Per plan, southern portion of extant building.)	
3/31/1951	20469	Certificate of Occupancy	Mr. L. Ziff		Occupancy of a 1-story, 20′x20′ concrete block addition for processing animal hair	
Building C (built between 1906 and 1927)						
3/14/1962	04905	Alteration permit	Sol Friedman	1-story, 35′x100′ warehouse	Remove existing wood siding, new cement plaster, replace approximately 15 windows.	
6/14/1962	13099	Alteration permit	Sol Friedman	1-story, 35′x100′ warehouse	Repair fire damage mostly to roof portions	
3/6/1981	19630	Alteration permit	C.W. Bundren, Inc.	1-story, 35′x100′ warehouse	Change of use to trucking office, new inner walls and t-bar ceiling	S.M. Watt
7/22/2011	11016-90000-14043	Permit and Certificate of Occupancy	Merco Group 4th Street Center	Warehouse	Reroof with built-up roofing	
7/26/2011	11048-10000-01112	Permit and Certificate of Occupancy	Merco Group 4th Street Center		New identification wall sign on existing building	
Building D (built 1991)						
1/7/1991	12406	New construction permit	Japan Travel Bureau International	Bus depot repair garage (exchange of parts only)	New construction of a 1-story, 41′x61′ office, steel construction, metal sheet exterior walls, metal roof	15x15 Architecture

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395 / FAX 657.278.5542
sccic@fullerton.edu
California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

10/29/2019 Records Search File No.: 20702.6747

Kari Michele Fowler
Historic Resources Group
12 S. Fair oaks Ave., Suite 200
Pasadena, CA 91105

Re: Record Search Results for E 4th St, S Colyton St, and S Hewitt St

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Los Angeles, CA USGS 7.5' quadrangle. The following reflects the results of the records search for the project area:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☐ custom GIS maps ☐ shape files ☐ hand-drawn maps ☒ no map

Resources within project area: 0	None
Resources listed in the 2012 OHP Historic Properties Directory within project area: 0	None
Reports within project area: 0	None

Resource Database Printout (list):	☐ enclosed	☐ not requested	☒ nothing listed
Resource Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Digital Database (spreadsheet):	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☐ enclosed	☐ not requested	☒ nothing listed
Report Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Report Digital Database (spreadsheet):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☐ enclosed	☒ not requested	☐ nothing listed
Report Copies:	☐ enclosed	☒ not requested	☐ nothing listed
OHP Historic Properties Directory 2012:	☐ enclosed	☐ not requested	☒ nothing listed
Archaeo Determinations of Eligibility 2012:	☐ enclosed	☒ not requested	☐ nothing listed
Los Angeles Historic-Cultural Monuments	☐ enclosed	☐ not requested	☒ nothing listed
Historical Maps:	☐ enclosed	☒ not requested	☐ nothing listed
Ethnographic Information:	☒ not available at SCCIC		
Historical Literature:	☒ not available at SCCIC		

GLO and/or Rancho Plat Maps: ☒ not available at SCCIC
Caltrans Bridge Survey: ☒ not available at SCCIC; please go to http://www.dot.ca.gov/hq/structur/strmaint/historic.htm
Shipwreck Inventory: ☒ not available at SCCIC; please go to http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp
Soil Survey Maps: (see below) ☒ not available at SCCIC; please go to http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Stacy St. James

Isabela Kott
GIS Technician/Staff Researcher

Enclosures:

(X) Invoice #20702.6747



ENTITLEMENT SET

APRIL 25, 2022

LEGENDARY
INVESTORS GROUP, LLC

Owner
401 S. Hewitt
Los Angeles, CA 90013

Gensler

Architect
500 S. Figueroa St
Los Angeles, CA 90071

WALTER P MOORE

Structural Engineer
707 Wilshire Blvd, Suite 2100
Los Angeles, CA 90017

ARC engineering

Mechanical Engineer
277 S. Lake Street
Los Angeles, CA 90017

PSOMAS

Civil Engineer
555 Flower St., Suite 4300
Los Angeles, CA 90017



VIEW OF WEST FACADE OF BUILDING



VIEW OF BUILDING FROM NORTHEAST CORNER OF HEWITT AND 4TH STREET



VIEW OF HEWITT STREET FRONTAGE



VIEW OF EAST FACADE OF BUILDING



VIEW OF COURTYARD

SHEET INDEX

SHEET NUMBER	SHEET NAME	ER
PRES01	3D AXON	
1 - GENERAL		
G0.000	COVER	●
G0.001	PERSPECTIVE AND EYE LEVEL VIEWS	
G0.002	SHEET INDEX	●
G0.003	PROJECT INFORMATION/ ARCHITECTURAL NOTES	●
G0.004	DEVELOPMENT SUMMARY	●
G0.100	PROJECT INFORMATION/ ABBREVIATIONS/ ARCHITECTURAL SYMBOLS	●
G0.901	FLOOR AREA PLANS	●
G0.902	FLOOR AREA PLANS	●
G0.903	FLOOR AREA PLANS	●
G0.904	FLOOR AREA PLANS	●
2 - DEMOLITION		
DM0.100	DEMOLITION PLAN	●
3 - ARCHITECTURE		
A0.101	EAST ELEVATION	●
A0.102	SOUTH ELEVATION	●
A0.103	WEST ELEVATION	●
A0.104	NORTH ELEVATION	●
A1.2B1	PLAN - OVERALL - BASEMENT 1	●
A1.2B2	PLAN - OVERALL - BASEMENT 2	●
A1.2B3	PLAN - OVERALL - BASEMENT 3	●
A1.200	PLOT PLAN	●
A1.201	PLAN - OVERALL - GROUND FLOOR	●
A1.201.M	PLAN - OVERALL - GROUND FLOOR MEZZANINE	●
A1.202	PLAN - OVERALL - LEVEL 2	●
A1.203	PLAN - OVERALL - LEVEL 3	●
A1.204	PLAN - OVERALL - LEVEL 4	●
A1.205	PLAN - OVERALL - LEVEL 5	●
A1.206	PLAN - OVERALL - LEVEL 6	●
A1.206.M	PLAN - OVERALL - LEVEL 6 MEZZANINE	●
A1.207	PLAN - OVERALL - LEVEL 7	●
A1.208	PLAN - OVERALL - LEVEL 8	●
A1.209	PLAN - OVERALL - LEVEL 9	●
A1.210	PLAN - OVERALL - LEVEL 10	●
A1.211	PLAN - OVERALL - LEVEL 11	●
A1.212	PLAN - OVERALL - LEVEL 12	●
A1.213	PLAN - OVERALL - LEVEL 13	●
A1.214	PLAN - OVERALL - LEVEL 14	●
A1.215	PLAN - OVERALL - LEVEL 15	●
A1.216	PLAN - OVERALL - LEVEL 16	●
A1.217	PLAN - OVERALL - LEVEL 17	●
A1.218	PLAN - OVERALL - LEVEL 18	●
A1.219	PLAN - OVERALL - ROOF	●
A2.201	SECTION - LONGITUDINAL AT PASSAGE	●
A2.202	SECTION - TRANSVERSAL AT ELEVATOR LOBBY	●
A2.203	SECTION - LONGITUDINAL AT CORE	●
4 - LANDSCAPE		
L0.01	LANDSCAPE NOTES, SYMBOLS AND ABBREVIATIONS	●
L1.01	LANDSCAPE SITE PLAN	●
L1.02	LANDSCAPE MATERIALS & PLANTING PLAN	●
L1.03	LANDSCAPE LIGHTING PLAN	●
L2.01	SITE SECTIONS	●
L2.02	SITE ELEVATIONS	●
L3.01	SITE SECTIONS	●
L4.01	COURTYARD PLAN ENLARGEMENT	●
L4.02	AMENITY LEVEL PLANTING	●
L4.03	AMENITY LEVEL PLANTING	●
L5.01	REFER TO DETAIL FOR SCALE	●
L5.02	REFER TO DETAIL FOR SCALE	●

LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

SALT
423 Gin Ling Way
Los Angeles, CA 90012
Tel 213.234.0057

△	Date	Description
6	05/31/2019	ENTITLEMENT SET
7	10/02/2019	ENTITLEMENT SET
8	TBD	ENTITLEMENT SET RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
401 S Hewitt

Project Number
05.1291.000

Description
SHEET INDEX

Scale

G0.002

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10/15/2021 6:41:24 PM BIM 360://05.1291.000 - 4th & Hewitt - Art District LA/401_Architecture_R20.rvt

GENERAL NOTES

1. CONTRACTOR TO COMPLY WITH CODES, LAWS, ORDINANCES, RULES, AND REGULATIONS OF PUBLIC AUTHORITIES GOVERNING THE WORK.
2. CONTRACTOR TO OBTAIN AND PAY FOR PERMITS AND INSPECTIONS REQUIRED BY PUBLIC AUTHORITIES GOVERNING THE WORK.
3. CONTRACTOR TO REVIEW DOCUMENTS, VERIFY DIMENSIONS AND FIELD CONDITIONS AND CONFIRM THAT WORK IS BUILDABLE AS SHOWN. REPORT ANY CONFLICTS OR OMISSIONS TO THE ARCHITECT FOR CLARIFICATION PRIOR TO PERFORMING ANY WORK IN QUESTION.
4. FOR SUBSTITUTIONS REFER TO SPECIFICATIONS.
5. CONTRACTOR TO COORDINATE WORK WITH THE LANDLORD, INCLUDING SCHEDULING TIME AND LOCATIONS FOR DELIVERIES, BUILDING ACCESS, USE OF BUILDING SERVICES AND FACILITIES, AND USE OF ELEVATORS. COORDINATE WORK WITH OTHER CONTRACTS. MINIMIZE DISTURBANCE OF BUILDING FUNCTIONS AND OCCUPANTS, INCLUDING TRASH REMOVAL ACCESS.
6. WORK NOTED "BY OTHERS" OR "NIC" IS UNDER SEPARATE CONTRACT.
7. CONTRACTOR TO COORDINATE TELECOMMUNICATIONS, DATA AND SECURITY SYSTEM INSTALLATIONS.
8. CONTRACTOR TO MAINTAIN EXITS, EXIT LIGHTING, FIRE PROTECTIVE DEVICES, AND ALARMS IN CONFORMANCE WITH CODES AND ORDINANCES.
9. CONTRACTOR TO PROTECT AREA OF WORK AND ADJACENT AREAS FROM DAMAGE. G.C. TO COORDINATE TRASH ACCESS.
10. CONTRACTOR TO MAINTAIN WORK AREAS SECURE AND LOCKABLE DURING CONSTRUCTION. COORDINATE WITH COUNTY TO PROVIDE SECURITY.
11. DO NOT SCALE DRAWINGS. DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALES SHOWN ON DRAWINGS. GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS, GRADES AND CONDITIONS AT SITE PRIOR TO COMMENCING THE WORK, AND REPORT ANY DISCREPANCIES TO THE CONSTRUCTION MANAGER IN WRITING.
12. DIMENSIONS ARE FROM FINISH FACE TO FINISH FACE, UNLESS OTHERWISE NOTED. MAINTAIN DIMENSIONS MARKED "CLEAR". ALLOW FOR THICKNESS OF FINISHES.
13. WHERE EXISTING ACCESS PANELS CONFLICT WITH CONSTRUCTION. CONTRACTOR TO RELOCATE PANELS TO ALIGN WITH AND FIT WITHIN NEW CONSTRUCTION.
14. CEILING HEIGHT DIMENSIONS ARE FROM FINISH FLOOR TO FINISHED SURFACES.
15. CONTRACTOR TO COORDINATE AND PROVIDE BACKING FOR MILLWORK AND ITEMS ATTACHED OR MOUNTED TO WALLS OR CEILINGS.
16. FIRE PROTECTION EQUIPMENT AND SERVICE ACCESS MUST BE PROVIDED DURING THE CONSTRUCTION PERIOD AS REQUIRED BY THE COUNTY.
17. CONTRACTOR SHALL PROVIDE TEMPORARY EXIT SIGNS TO ASSURE A MEANS OF EGRESS DURING CONSTRUCTION.
18. WHERE A TYPICAL CONDITION IS DETAILED, IT SHALL BE UNDERSTOOD THAT ALL LIKE OR SIMILAR CONDITIONS ARE THE SAME UNLESS SPECIFICALLY NOTED OR DETAILED OTHERWISE.
19. GENERAL CONTRACTOR SHALL COORDINATE SITE PLUMBING,DRAINAGE, ELECTRICAL, TELEPHONE WORK AND EXISTING UTILITIES TO PROVIDE A COMPLETE OPERATING SYSTEM.
20. EXCEPT WHERE SHOWN IN DIMENSIONAL DETAIL, THE LOCATIONS OF PLUMBING, MECHANICAL EQUIPMENT, DUCTS, PIPING, AND FITTING ARE ONLY APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR, SUBJECT TO APPROVAL BY THE ARCHITECT.
21. CONTRACTOR SHALL VERIFY SIZES AND LOCATIONS OF ALL MECHANICAL EQUIPMENT PADS AND BASES AS WELL AS POWER AND WATER OR DRAIN INSTALLATIONS WITH EQUIPMENT MANUFACTURERS BEFORE PROCEEDING WITH THE WORK. CHANGES TO ACCOMMODATE FIELD CONDITIONS OR SUBSTITUTIONS SHALL BE MADE AT NO ADDITIONAL COST.
22. CONTRACTOR SHALL PROVIDE AND INSTALL ALL STIFFENERS, BRACING, BLOCKING, BACK-UP PLATES AND SUPPORTING BRACKETS REQUIRED FOR THE INSTALLATION OF ALL CASEWORK, TOILET ROOM ACCESSORIES, FIXTURES AND PARTITIONS AND ALL WALL MOUNTED OR SUSPENDED MECHANICAL, ELECTRICAL OR MISCELLANEOUS EQUIPMENT AND FURNISHINGS.
23. EGRESS STAIR SHAFTS SHALL BE AIRTIGHT AND SEALED.
24. MECHANICAL SUPPLY AND RETURN AIR SHAFTS SHALL BE AIRTIGHT AND SEALED.
25. ALL WORK PERFORMED SHALL COMPLY WITH THE CONTRACT DOCUMENTS, DRAWINGS AND SPECIFICATIONS, INCLUDING THESE GENERAL NOTES. THE CONTRACTOR SHALL COORDINATE THE INTENT OF THE GENERAL NOTES WITH ALL TRADES
26. THE ORGANIZATION OF THE DRAWINGS AND SPECIFICATIONS SHALL NOT CONTROL THE CONTRACTOR IN DIVIDING THE WORK AMONG SUBCONTRACTORS OR IN ESTABLISHING THE EXTENT OF WORK TO BE PERFORMED BY ANY TRADE.
27. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE DRAWINGS AND SPECIFICATIONS. IF CONFLICT IS FOUND BETWEEN DRAWINGS, GENERAL NOTES AND SPECIFICATIONS, CONSULT THE ARCHITECT FOR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
28. NO DEVIATION FROM CONTRACT DRAWINGS AND SPECIFICATIONS SHALL BE MADE WITHOUT WRITTEN APPROVAL OF THE ENGINEER.
29. THE STRUCTURAL, MECHANICAL AND ELECTRICAL DRAWINGS ARE SUPPLEMENTARY TO THE ARCHITECTURAL DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CHECK WITH THE ARCHITECTURAL DRAWINGS BEFORE THE INSTALLATION OF STRUCTURAL, MECHANICAL AND ELECTRICAL WORK. SHOULD THERE BE A DISCREPANCY BETWEEN THE ARCHITECTURAL DRAWINGS AND THE CONSULTING ENGINEERS' DRAWINGS THAT WOULD CAUSE AN AWKWARD INSTALLATION, IT SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION FOR CLARIFICATION PRIOR TO INSTALLATION OF SAID WORK. ANY WORK INSTALLED IN CONFLICT WITH THE ARCHITECTURAL DRAWINGS SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST.
30. PROVIDE EXIT SIGN WITH 6" LETTERS OVER REQUIRED EXITS, WHERE SHOWN ON DRAWINGS, AND ADDITIONAL SIGNS AS REQUIRED BY BUILDING DEPARTMENT INSPECTOR OR FIRE DEPARTMENT FIELD INSPECTOR. COMPLY WITH BUILDING CODES.
31. PROVIDE EMERGENCY LIGHTING OF MIN. ONE FOOT-CANDLE AT ALL FLOOR LEVELS TO COMPLY WITH BUILDING CODES.
32. DOORS OPENING INTO REQUIRED 1-HOUR, FIRE-RESISTIVE CORRIDORS SHALL BE PROTECTED WITH A SMOKE OR DRAFT STOP ASSEMBLY HAVING A 20-MINUTE RATING AND SHALL BE SELF-CLOSING.
33. 20-MINUTE DOOR JAMBS TO BE TIGHT-FITTING, SMOKE AND DRAFT CONTROLLED.
34. EXIT DOORS SHALL SWING IN THE DIRECTION OF TRAVEL WHEN SERVING 50 OR MORE PERSONS AND IN ANY HAZARDOUS AREA.
35. EVERY EXIT DOOR SHALL BE OPERABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. SPECIAL LOCKING DEVICES SHALL BE OF AN APPROVED TYPE. ALL NEW DOORS SHALL HAVE APPROVED LEVER HANDLES.
36. MAINTAIN AISLES AT LEAST 44" WIDE AT PUBLIC AREAS.
37. INTERIOR WALL AND CEILING FINISHES FOR EXIT CORRIDOR SHALL NOT EXCEED AN END POINT FLAME SPREAD RATING: A. CLASS I, FLAME SPREAD 0-25, SMOKE DENSITY 150, FOR MATERIALS INSTALLED IN VERTICAL EXITS. B. CLASS II, FLAME SPREAD 26-75, SMOKE DENSITY300, FOR MATERIALS INSTALLED IN HORIZONTAL EXITS. C. CLASS III, FLAME SPREAD 76-200, SMOKE DENSITY 450, FOR MATERIALS INSTALLED IN ANY OTHER LOCATION.
38. PROVIDE FIRE DAMPERS OR DOORS WHERE AIR DUCTS PENETRATE FIRE-RATED WALLS OR CEILINGS.
39. WOOD BLOCKING SHALL BE FIRE TREATED IN ACCORDANCE WITH APPLICABLE CODE REQUIREMENTS.
40. IF THE SPACE ABOVE THE SUSPENDED CEILING IS USED AS A RETURN AIR PLENUM, THEN ALL EQUIPMENT AND WIRING(COMMUNICATION, POWER ETC) SHALL BE LISTED FOR INSTALLATION IN A PLENUM.
41. ALL FLEXIBLE AIRDUCTS, IF USED, SHALL MEET THE REQUIREMENTS OF NFPA 90A, 2-3-2 IN CONSTRUCTION AND INSTALLATION.
42. DECORATIONS (CURTAINS, DRAPES, SHADES, HANGINGS, ETC.) SHALL BE NON-COMBUSTIBLE OR BE FLAMEPROOFED IN AN APPROVED MANNER.
43. GC TO PROVIDE MOCK-UPS ON SITE OF THE FOLLOWING FOR CLIENT/ARCHITECT APPROVAL PRIOR TO INSTALLATION/BUILD: FINISHED CONCRETE FLOOR WITH 3 VARIETIES OF SHEEN, PAINTED EXPOSED SPANDREL FRAMING/INSULATION ABOVE WINDOW HEAD/BELOW FLOOR SLAB (6' WIDE).
44. GC TO PROVIDE THE FOLLOWING "ATTIC STOCK" TO CLIENT FOR CLIENT STORAGE: CARPET, CEILING TILE, WALL/FLOOR TILE, AND PAINT. THE QUANTITIES TO BE A SINGLE BOX OR CAN OF EACH TYPE.
45. **TABLE 601** FIRE-RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (HOURS)

FIRE NOTES

1. ADDRESS NOTES: APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET, ROAD, ALLEY AND WALKWAYS GIVING ACCESS TO AND WITHIN THE PROPERTY. THESE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND. ADDRESS NUMBERS SHALL BE ARABIC NUMERALS OR ALPHABET LETTERS. NUMBERS SHALL BE A MINIMUM OF 4 INCHES (102MM) HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCH (12.7 MM) AND SHALL BE ILLUMINATED IN AN APPROVED MANNER (IF NUMBERS ARE ON THE EXTERIOR). NUMBER HEIGHT AND STROKE WIDTH SHALL BE INCREASED AS NEEDED FOR LEGIBILITY BASED ON VISIBILITY DISTANCE.
2. KNOX BOX: MOUNTING HEIGHT FOR THE KNOX BOX AND/OR KEY SWITCH SHALL NOT EXCEED 6' ABOVE THE GROUND LEVEL/FINISHED FLOOR. PROVIDE (3) SETS OF KEYS (WITH PERMANENT ENGRAVED IDENTIFICATION) FOR ALL EXTERIOR DOORS, GATES, FIRE ALARM PANEL, AND OTHERS AS DIRECTED BY THE FIRE INSPECTOR.
3. FIRE EXTINGUISHERS: PROVIDE A FIRE EXTINGUISHER (MIN. 2A-10BC) WITHIN A RECESSED OR SEMI-RECESSED CABINET WITHIN 75 FEET OF TRAVEL DISTANCE FROM ALL POINTS IN THE OCCUPANCY; THE EXTINGUISHER SHALL BE MOUNTED ON A HOOK WITHIN THE CABINET (ELEVATED OFF THE CABINET FLOOR); THE TOP OF THE EXTINGUISHER SHALL BE NO HIGHER THAN 48 INCHES ABOVE THE FLOOR; EXTINGUISHER SHALL BE PLACED IN EASILY ACCESSIBLE LOCATIONS WHERE THEY WILL BE READILY ACCESSIBLE AND IMMEDIATELY AVAILABLE FOR USE. AND ADDITIONAL EXTINGUISHERS AS REQUIRED BY FIRE DEPARTMENT FIELD INSPECTOR OR BUILDING DEPARTMENT INSPECTOR.
4. FIRE SPRINKLERS:
   i. EXISTING SYSTEM: FOR TENANT IMPROVEMENT PROJECTS, EXTEND/MODIFY THE EXISTING BUILDING'S AUTOMATIC FIRE SPRINKLER SYSTEM TO PROVIDE COMPLETE SPRINKLER PROTECTION THROUGHOUT THE ADDITION OR REMODELED AREA OF WORK. ALTERATIONS TO THE FIRE SPRINKLER SYSTEM SHALL BE APPROVED UNDER A SEPARATE PERMIT. PLANS AND PERMIT APPLICATION SHALL BE SUBMITTED WITHIN 30 DAYS OF ISSUANCE OF THE BUILDING PERMIT. ii NEW SYSTEM: A COMPLETE AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE INSTALLED THROUGHOUT THE STRUCTURE IN ACCORDANCE WITH THE RECOMMENDATIONS OF NFPA 13 AND THE REQUIREMENTS OF THE LOCAL FIRE DEPARTMENT. PLANS AND PERMIT APPLICATION SHALL BE SUBMITTED WITHIN 30 DAYS OF ISSUANCE OF THE BUILDING PERMIT. RISER AND ALL SPRINKLER PIPING SHALL BE CONCEALED; NO EXPOSED PIPING ON EXTERIOR PERMITTED. QUICK RESPONSE SPRINKLER HEADS ARE REQUIRED THROUGHOUT THE STRUCTURE UNLESS CONTRA-INDICATED. FLAT CONCEALED SPRINKLER HEADS ARE REQUIRED IN ALL HABITABLE AREAS.
5. FIRE ALARM:
   i. EXISTING SYSTEMS: EXTEND/MODIFY THE EXISTING BUILDING'S FIRE ALARM SYSTEM TO PROVIDE COMPLETE PROTECTION THROUGHOUT THE ADDITION OR REMODELED AREA OF WORK. ALTERATIONS TO THE FIRE ALARM SYSTEM SHALL BE APPROVED UNDER A SEPARATE PERMIT. FIRE ALARM PLANS SHALL BE SUBMITTED WITHIN 30 DAYS OF ISSUANCE IN THE BUILDING PERMIT BY THE CONTRACTOR IN POSSESSION OF THE U.L. CERTIFICATE FOR THE BUILDING.
   ii. NEW SYSTEMS: PROVIDE A FIRE ALARM SYSTEM CAPABLE OF NOTIFYING THE OCCUPANTS, AUDIBLY AND VISUALLY, UPON ACTIVATION OF THE AUTOMATIC FIRE SPRINKLER SYSTEM . THE FIRE ALARM SYSTEM SHALL BE INSTALLED BY A U.L. LISTED FIRE ALARM INSTALLATION COMPANY. UPON COMPLETION OF THE INSTALLATION A SERIALIZED CERTIFICATE SHALL BE ISSUED IN ACCORDANCE WITH THE LISTING AGREEMENT BETWEEN THE INSTALLER AND UNDERWRITER LABORATORIES. PLANS AND PERMIT APPLICATION SHALL BE SUBMITTED WITHIN 30 DAYS OF ISSUANCE OF THE BUILDING PERMIT. WORK ON THE FIRE ALARM SYSTEM SHALL BE DONE ONLY BY A QUALIFIED U.L. LISTED FIRE ALARM CONTRACTOR WHO WILL PROVIDE THE FIRE DEPARTMENT WITH A COPY OF A U.L. CERTIFICATE CERTIFYING PROPER INSTALLATION OF THE SYSTEM AND MINIMUM ONE (1) YEAR TESTING AND MAINTENANCE AGREEMENT PRIOR TO FINAL INSPECTION. SUCH SYSTEM SHALL BE MONITORED BY A U.L. LISTED CENTRAL STATION IF THE FIRE SPRINKLER SYSTEM HAS GREATER THAN 100 SPRINKLER HEADS.
6. EMERGENCY LIGHTING: EMERGENCY LIGHTING SHALL COMPLY WITH THE PROVISIONS OF CBC 1006. THE MEANS OF EGRESS ILLUMINATION SHALL NOT BE LESS THAN (1) FOOTCANDLE AT THE WALKING SURFACE LEVEL. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE ALL AREAS PER CODE.
7. EXIT SIGNS: EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF EGRESS TRAVEL. EXIT SIGNS SHALL COMPLY WITH PROVISIONS OF THE CBC 1011 AND BE ILLUMINATED AT ALL TIMES.
8. DOOR OPERATIONS: ALL EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT A KEY, SPECIAL KNOWLEDGE, OR EFFORT. THE UNLATCHING OF ANY EXIT DOOR SHALL NOT REQUIRE MORE THAN ONE OPERATION.
9. LOCKS AND LATCHES: THE LOCKING DEVICE FOR THE MAIN EXTERIOR EXIT DOOR(S) SHALL BE READILY DISTINGUISHABLE AS LOCKED. DOOR SHALL ALSO HAVE A VISIBLE DURABLE SIGN STATING "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED." THE SIGN SHALL BE IN LETTERS ONE INCH HIGH ON CONTRASTING BACKGROUND (ABOVE THE DOOR); POSTED ON THE EGRESS SIDE OR ADJACENT TO THE DOOR.
10. PRIOR TO FINAL INSPECTION, THE FOLLOWING ANNUAL PERMITS MAY BE REQUIRED FROM THE FIRE DEPARTMENT:
    i. INDUSTRIAL WASTE ii. ASSEMBLY iii. HAZARDOUS MATERIALS
    iv. OTHER______________
11. REQUIRED FIRE DEPARTMENT INSPECTIONS:
    OVERHEAD SPRINKLER ROUGH INSPECTION (PRIOR TO COVERING ANY PIPING)
    FIRE ALARM ROUGH INSPECTION (PRIOR TO COVERING ANY WIRING/CONDUIT)
    - SPRINKLER FINAL
    - FIRE ALARM FINAL
    - ASSEMBLY
    - INDUSTRIAL WASTE FINAL
    - HAZARDOUS MATERIALS FINAL
    - OTHER_________________

FIRE PREVENTION FINAL; CONTRACTOR MUST REQUEST A SEPARATE INSPECTION. INSPECTION INCLUDES, BUT IS NOT LIMITED TO: FIRE EXTINGUISHERS; SIGNAGE; DOOR HARDWARE AND MEANS OF EGRESS; EMERGENCY/EXIT LIGHTING, ETC.

PUBLIC WORKS NOTES

1. NO WORK SHALL BE DONE WITHIN THE PUBLIC RIGHT-OF-WAY WITHOUT THE PRIOR APPROVAL AND PERMIT FROM THE DEPARTMENT OF PUBLIC WORKS.
2. OWNER IS RESPONSIBLE FOR REPAIR OF ALL DAMAGE TO OFFSITE IMPROVEMENTS CAUSED BY CONSTRUCTION. CALL PUBLIC WORKS INSPECTOR FOR INSPECTION OF OFFSITE IMPROVEMENTS AT SUBSTANTIAL COMPLETION OF ONSITE WORK
3. ALL LABOR, EQUIPMENT AND MATERIAL REQUIRED FOR OFF-SITE IMPROVEMENTS ARE THE RESPONSIBILITY OF THE DEVELOPER.
4. OWNER/CONTRACTOR SHALL COMPLY WITH THE UTILITY DIVISION CROSS CONNECTION GUIDELINES. PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY, CROSS CONNECTION CONTROL INSPECTION MUST BE COMPLETED.
5. PRIOR TO INSTALLATION OF ANY CROSS-CONNECTION DEVICE, PLEASE CONTACT THE CITY'S CROSS-CONNECTION INSPECTOR .

AQMD NOTES

1. AQMD (AIR QUALITY MANAGEMENT DISTRICT) NOTIFICATION IS REQUIRED FOR PROJECTS INVOLVING DEMOLITION ACTIVITY WHERE ASBESTOS CONTAINING MATERIAL IS PRESENT. FOR MORE INFORMATION CONTACT AQMD at (909)-396-2336 OR SEARCH www.aqmd.gov.
2. COPIES OF NOTIFICATION TO AQMD SHALL BE PROVIDED TO BUILDING AND SAFETY PRIOR TO THE REMOVAL OF ANY ASBESTOS CONTAINING MATERIAL, PER AQMD RULE 1403.

POWER & COMMUNICATIONS NOTES

1. PRIOR TO CORING SLAB, REVIEW LOCATIONS WITH ARCHITECT AND COORDINATE LOCATIONS WITH OWNER.
2. COORDINATE INSTALLATION OF TELECOMMUNICATIONS, DATA AND SECURITY SYSTEMS.
3. VERIFY EQUIPMENT SPECIFICATIONS, POWER AND INSTALLATION REQUIREMENTS WITH MANUFACTURER TO ENSURE PROPER FIT AND FUNCTION.
4. VERIFY MOUNTING REQUIREMENTS OF ELECTRICAL, TELEPHONE AND OTHER EQUIPMENT.
5. GANG ADJACENT LIGHT SWITCHES AND COVER WITH A SINGLE PLATE.
6. INDICATED DIMENSIONS ARE TO THE CENTER LINE OF OUTLET OR SWITCH, OR CLUSTER OF OUTLETS OR SWITCHES, UNLESS OTHERWISE NOTED.
7. INSTALL OUTLETS ON OPPOSITE SIDES OF PARTITIONS IN SEPARATE STUD CAVITIES. DO NOT INSTALL BACK-TO-BACK.
8. PROVIDE MATCHING COVER PLATES, RECEPTACLES AND RELATED ITEMS. PROVIDE ONE-PIECE TYPE GANG COVER PLATES, UNLESS OTHERWISE NOTED. COLOR TO BE WHITE, UNLESS OTHERWISE NOTED.
9. IDENTIFY DEDICATED OR ISOLATED GROUND ELECTRICAL OUTLETS WITH A RED DOT.

PUBLIC WORKS NOTES

1. NO WORK SHALL BE DONE WITHIN THE PUBLIC RIGHT-OF-WAY WITHOUT THE PRIOR APPROVAL AND PERMIT FROM THE DEPARTMENT OF PUBLIC WORKS.
2. OWNER IS RESPONSIBLE FOR REPAIR OF ALL DAMAGE TO OFFSITE IMPROVEMENTS CAUSED BY CONSTRUCTION. CALL PUBLIC WORKS INSPECTOR FOR INSPECTION OF OFFSITE IMPROVEMENTS AT SUBSTANTIAL COMPLETION OF ONSITE WORK.
3. ALL LABOR, EQUIPMENT AND MATERIAL REQUIRED FOR OFF-SITE IMPROVEMENTS ARE THE RESPONSIBILITY OF THE DEVELOPER.
4. OWNER/CONTRACTOR SHALL COMPLY WITH THE UTILITY DIVISION CROSS CONNECTION GUIDELINES. PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY, CROSS CONNECTION CONTROL INSPECTION MUST BE COMPLETED.
5. PRIOR TO INSTALLATION OF ANY CROSS-CONNECTION DEVICE, PLEASE CONTACT THE CITY'S CROSS-CONNECTION INSPECTOR .

CAL GREEN NOTES

1. **CONSTRUCTION WASTE DIVERSION SHALL COMPLY WITH CALIFORNIA GREEN BUILDING CODE 5.408.1.** ESTABLISH A CONSTRUCTION WASTE MANAGEMENT PLAN FOR THE DIVERTED MATERIALS, OR MEET LOCAL CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT ORDINANCE, WHICHEVER IS MORE STRINGENT.
2. **CONSTRUCTION WASTE REDUCTION OF AT LEAST 50 PERCENT PER CALIFORNIA GREEN BUILDING CODE 5.408.3.** RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 50 PERCENT OF THE NON-HAZARDOUS CONSTRUCTION AND DEMOLITION DEBRIS, OR MEET A LOCAL CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT ORDINANCE, WHICHEVER IS MORE STRINGENT. CALCULATE THE AMOUNT OF MATERIALS DIVERTED BY WEIGHT OR VOLUME, BUT NOT BY BOTH.
3. ARCHITECTURAL PAINTS AND COATINGS, ADHESIVES, CAULKS AND SEALANTS SHALL COMPLY WITH THE VOLATILE ORGANIC COMPOUND (VOC) LIMITS. (5.504.4.15.504.4.3,10.504.4.1-10.504.4.3)
4. THE VOC CONTENT VERIFICATION CHECKLIST, FORM GRN 2 ,SHALL BE COMPLETED AND VERIFIED PRIOR TO FINAL INSPECTION APROVAL.THE MANUFACTURERS SPECIFICATIONS SHOWING VOC CONTENT FOR ALL APPLICABLE PRODUCTS SHALL BE READILY AVAILABLE AT THE JOB SITE AND BE PROVIDED TO THE FIELD INSPECTOR FOR VERIFICATION
5. ALL NEW CARPET INSTALLED IN THE BUILDING INTERIOR SHALL MEET THE TESTING AND PRODUCT REQUIREMENTS OF ONE OF THE FOLLOWING: A. CARPET AND RUG INSTITUTE'S GREEN LABEL PLUS PROGRAM; B. CALIFORNIA DEPARTMENT OF PUBLIC HEALTH STANDARD PRACTICE FOR THE TESTING OF VOCS (SPECIFICATION 01350); C. NSF/ANSI 140 AT THE GOLD LEVEL; OR D. SCIENTIFIC CERTIFICATIONS SYSTEMS INDOOR ADVANTAGE™ GOLD (5.504.4.4, 10.504.4.4)
6. ALL NEW CARPET CUSHION INSTALLED IN THE BUILDING INTERIOR SHALL MEET THE REQUIREMENTS OF THE CARPET AND RUG INSTITUTE GREEN LABEL PROGRAM.(5.504.4.4.1, 10.504.4.4.1)
7. NEW HARDWOOD, PLYWOOD, PARTICLE BOARD, AND MEDIUM DENSITY FIBERBOARD COMPOSITE WOOD PRODUCTS USED IN THE INTERIOR OR EXTERIOR OF THE BUILDING SHALL MEET THE FORMALDEHYDE LIMITS. (5.504.4.5, 10.504.4.5)
8. 50% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH THE VOC LIMITS OR BE CERTIFIED UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFCI) FLOORSCORE PROGRAM. (5.504.4.6, 10.504.4.6)
9. THE FORMALDEHYDE EMISSIONS VERIFICATION CHECKLIST,FORM GRN 3, SHALL BE COMPLETED PRIOR TO FINAL INSPECTION APPROVAL. THE MANUFACTURERS SPECIFICATIONS SHOWING FORMALDEHYDE CONTENT FOR ALL APPLICABLE PRODUCTS SHALL BE READILY AVAILABLE AT THE JOB SITE AND BE PROVIDED TO THE FIELD INSPECTOR FOR VERIFICATION
10. 50% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH THE VOC LIMITS OR BE CERTIFIED UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFCI) FLOOR SCORE PROGRAMME(5.504.4.6, 10.504.7)
11. DESIGNATED OUTDOOR SMOKING AREA SHALL BE AT LEAST 25 FEET FROM AN OUTDOOR AIR INTAKE OR OPERABLE WINDOWS. (5.504.7, 10.504.7)
12. ALL ELECTRICAL, MECHANICAL, AND PLUMBING FIXTURES BY CALIFORNIA ENERGY COMMISSION
13. ALL DUCT AND OTHER RELATED AIR DISTRIBUTION COMPONENT OPENING SHALL BE COVERED WITH TAPE, PLASTIC OR SHEET METAL UNTIL THE FINAL STARTUP OF THE HEATING, COOLING AND VENTILATING EQUIPMENT
14. AN AIR FILTER WITH A MIN. EFFICIENCY REPORTING VALUE(MERV) OF 8 OR HIGHER SHALL BE INSTALLED IN NEW MECHANICAL SYSTEM FOR OUTSIDE AND RETURN AND PRIOR TO OCCUPANCY
15. THE HVAC, REFRIGERATION AND FIRE SUPPRESSION EQUIPMENT SHALL NOT CONTAIN CFC OR HALONS.

DEMOLITION NOTES

1. COPIES OF NOTIFICATION TO AQMD SHALL BE PROVIDED TO BUILDING AND SAFETY PRIOR TO THE REMOVAL OF ANY ASBESTOS CONTAINING MATERIAL, PER AQMD RULE 1403.
2. COMPLY WITH APPLICABLE LOCAL, STATE AND FEDERAL CODES AND REGULATIONS PERTAINING TO SAFETY OF PERSONS, PROPERTY AND ENVIRONMENTAL PROTECTION.
3. PROVIDE AND MAINTAIN BARRICADES, LIGHTING, AND GUARDRAILS AS REQUIRED BY APPLICABLE CODES AND REGULATIONS TO PROTECT OCCUPANTS OF BUILDING AND WORKERS.
4. ERECT AND MAINTAIN DUSTPROOF PARTITIONS AS REQUIRED TO PREVENT SPREAD OF DUST, FUMES, AND SMOKE, ETC. TO OTHER PARTS OF THE BUILDING. ON COMPLETION, REMOVE PARTITIONS AND REPAIR DAMAGED SURFACES TO MATCH ADJACENT SURFACES.
5. IF DEMOLITION IS PERFORMED IN EXCESS OF THAT REQUIRED, RESTORE EFFECTED AREAS AT NO COST TO THE OWNER/CLIENT.
6. REMOVE FROM SITE DAILY AND LEGALLY DISPOSE OF REFUSE, DEBRIS, RUBBISH, AND OTHER MATERIALS RESULTING FROM DEMOLITION OPERATIONS.
7. REMOVE DESIGNATED PARTITIONS, COMPONENTS, BUILDING EQUIPMENT, AND FIXTURES AS REQUIRED FOR NEW WORK.
8. REMOVE ABANDONED HVAC EQUIPMENT, INCLUDING DUCT WORK.
9. REMOVE ABANDONED ELECTRICAL, TELEPHONE AND DATA CABLING AND DEVICES, UNLESS OTHERWISE NOTED.
10. REMOVE EXISTING FLOOR FINISHES AND PREPARE SUBFLOOR AS REQUIRED FOR NEW FLOOR FINISHES.

FINISH NOTES

1. ENSURE SURFACES TO RECEIVE FINISHES ARE CLEAN, TRUE, AND FREE OF IRREGULARITIES. DO NOT PROCEED WITH WORK UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED.
2. REPAIR EXISTING SURFACES TO REMAIN AS REQUIRED FOR APPLICATION OF NEW FINISHES.

REFLECTED CEILING NOTES

1. DESIGN SUSPENDED CEILING FRAMING SYSTEMS TO RESIST A LATERAL FORCE OF 20 % OF THE WEIGHT OF THE CEILING ASSEMBLY AND ANY LOADS TRIBUTARY TO THE SYSTEM. USE A MINIMUM CEILING WEIGHT OF 5 POUNDS PER SQUARE FOOT TO DETERMINE THE LATERAL FORCE.
2. WHERE CEILING LOADS DO NOT EXCEED 5 POUNDS PER SQUARE FOOT AND WHERE PARTITIONS ARE NOT CONNECTED TO THE CEILING SYSTEM, THE FOLLOWING BRACING METHODS MAY BE EMPLOYED:
   2.1. PROVIDE LATERAL SUPPORT BY FOUR WIRES OF MINIMUM NO. 12 GAUGE SPLAYED IN FOUR DIRECTIONS 90 DEGREES APART, AND CONNECTED TO THE MAIN RUNNER WITHIN 2" OF THE CROSS RUNNER AND TO THE STRUCTURE ABOVE AT AN ANGLE NOT EXCEEDING 45 DEGREES FROM THE PLANE OF THE CEILING. PROVIDE THESE LATERAL SUPPORT POINTS 12 FEET ON CENTER IN EACH DIRECTION, WITH THE FIRST POINT WITHIN 4' FROM EACH WALL.
   2.2. ALLOW FOR LATERAL MOVEMENT OF THE SYSTEM. ATTACH MAIN RUNNERS AND CROSS RUNNERS AT TWO ADJACENT WALLS; MAINTAIN CLEARANCE BETWEEN THE WALL AND THE RUNNERS AT THE OTHER TWO WALLS.
   2.3. PROVIDE VERTICAL SUPPORT AS REQUIRED IN BUILDING CODES. IN ADDITION, VERTICALLY SUPPORT ENDS OF RUNNERS WITHIN 8" OF DISCONTINUITIES SUCH AS MAY OCCUR WHERE THE CEILING IS INTERRUPTED BY A WALL.
   2.4. SUPPORT LIGHT FIXTURES AND AIR DIFFUSERS DIRECTLY BY WIRES TO THE STRUCTURE ABOVE.
3. LOCATE REGISTERS AND LIGHTING FIXTURES WITHIN GRID LINES. CENTER SPRINKLER HEADS, SPEAKERS, RECESSED FIXTURES, AND SIMILAR CEILING ELEMENTS IN ACOUSTICAL UNITS, UNLESS OTHERWISE NOTED.
4. FINISH HVAC DIFFUSERS, DRAPERY POCKETS, AND SPEAKER GRILLES TO MATCH ADJACENT FINISH, UNLESS OTHERWISE NOTED.
5. CEILING BRACING SHALL BE PROVIDED BY 4 #12 GAUGE WIRES, SECURED TO THE MAIN RUNNER WITHIN 2" OF THE CROSS RUNNER INTERSECTION AND SPLAYED 90 DEGREES FROM EACH OTHER AT AN ANGLE NOT EXCEEDING 45 DEGREES FROM THE PLANE OF THE CEILING. THE HORIZONTAL RESTRAINT POINTS SHALL BE PLACED 12' O.C. IN BOTH DIRECTIONS WITH THE FIRST JOINT WITHIN 4' FROM EACH WALL. PROVIDE COMPRESSION STRUT. THE WIDTH OF THE PERIMETER SUPPORTING CLOSURE ANGLE SHALL NOT BE LESS THAN 2". ONE END OF THE CEILING GRID SHALL BE ATTACHED TO THE CLOSURE ANGLE; THE OTHER END SHALL HAVE A ¾" CLEARANCE FROM THE WALL AND SHALL REST UPON AND BE FREE TO SLIDE ON A CLOSURE ANGLE, ASCE 7-05, 13.5.6. SPECIFY T-BAR CEILING ICC NUMBER.

LEGENDARY INVESTORS GROUP, LLC

401 S. Hewitt, Los Angeles, CA 90013

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

SALT
423 Gin Ling Way
Los Angeles, CA 90012
Tel 213.234.0057

△	Date	Description
6	05/31/2019	ENTITLEMENT SET
7	10/02/2019	ENTITLEMENT SET
8	TBD	ENTITLEMENT SET RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
401 S Hewitt

Project Number
05.1291.000

Description
PROJECT INFORMATION/ ARCHITECTURAL NOTES

Scale

G0.003

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AREA CALCULATIONS PER LEVEL

PROJECT FAR AREA CALCULATION						
	Existing Structure FA	Restaurant FA	Office Covered Balconies (FA)	Office FA	Floor to Floor	Elevation
Elevator Overrun						297.0'
18 - Mechanical Floor				1,025 sf	23.0'	274.0'
17				14,085 sf	18.0'	256.0'
16				24,177 sf	14.5'	241.5'
15			779 sf	24,675 sf	14.5'	227.0'
14			1,689 sf	24,019 sf	14.5'	212.5'
13			1,735 sf	24,019 sf	14.5'	198.0'
12			956 sf	24,786 sf	14.5'	183.5'
11			956 sf	24,786 sf	14.5'	169.0'
10			983 sf	22,949 sf	14.5'	154.5'
9			2,819 sf	22,882 sf	14.5'	140.0'
8			524 sf	24,899 sf	14.5'	125.5'
7			524 sf	24,899 sf	14.5'	111.0'
6 Mezzanine				7,090 sf	11.5'	99.5'
6			5,329 sf	20,275 sf	11.5'	88.0'
5				592 sf	17.0'	71.0'
4				592 sf	17.0'	54.0'
3				592 sf	17.0'	37.0'
2				592 sf	17.0'	20.0'
Ground Mezzanine				2,025 sf	10.0'	10.0'
Ground	7,800 sf	8,149 sf		21,307 sf	10.0'	0.0'
B1				540 sf	11.0'	-11.0'
B2				438 sf	9.0'	-20.0'
B3				438 sf	9.0'	-29.0'

TOTAL	**7,800 sf**	**8,149 sf**	**16,294 sf**	**311,682 sf**

TOTAL FAR AREA	**343,925 sf**

OVERALL PROGRAM CALCULATIONS - FAR & PARKING

OVERALL PROJECT CALCULATION			
Site Baseline	**Site Area**	**FAR**	**Total Floor Area**
Existing Structure to Remain	17,418 sf	6.00	104,508 sf
4th/Hewitt Property	39,907 sf	6.00	239,442 sf
Total	**57,325 sf**	**6.00**	**343,950 sf**

Overall Program	
Existing Structure to Remain	7,800 sf
Restaurant	8,149 sf
Office	311,682 sf
Office (Covered Exterior)	16,294 sf
Total	**343,925 sf**

Parking Reduction Per Bicycles	
Parking Required by 2/1000 Ratio	688 stalls
Bicycle Required Office Long Term 1/5,000	66 bikes
Bicycle Required Restaurant Long Term 1/2,000	4 bikes
Long Term Bicycle Required	**70 bikes**
Bicycle Required Office Short Term 1/10,000	33 bikes
Bicycle Required Restaurant Short Term 1/2,000	4 bikes
Short Term Bicycle Required	**37 bikes**
Total Bicycle Required	**107 bikes**
Bicycle Provided Long Term	72 bikes
Bicycle Provided Short Term	40 bikes
Total Bicycle Provided	**112 bikes**
Parking Reduction By Bicycle provided 1/4 ratio	28 stalls
Parking Minimum Requirement	**660 stalls**

Detailed Parking Requirement Calculation	
Standard Stalls Required: 60% of Total Parking	396 stalls
Standard Stalls (including ADA) provided	472 stalls
ADA Parking Stalls Required 2%	13 stalls
ADA Parking Stalls Provided	**14 stalls**
Minimum EV Charging Stations Required 10%	66 stalls
EV Charging Stations Provided	**66 stalls**
EV Spaces Required 30%	198 stalls
EV Spaces Provided	**198 stalls**

Parking Provided Per Level				
	Standard	**Compact**	**ADA**	**Overall**
Level 5	57 stalls	20 stalls	3 stalls	80 stalls
Level 4 (WITH STACKERS)	63 stalls	23 stalls	3 stalls	89 stalls
Level 3 (WITH STACKERS)	81 stalls	33 stalls	3 stalls	117 stalls
Level 2 (WITH STACKERS)	82 stalls	32 stalls	3 stalls	117 stalls
Ground	0 stalls	0 stalls	0 stalls	0 stalls
B1	56 stalls	28 stalls	2 stalls	86 stalls
B2	58 stalls	28 stalls	0 stalls	86 stalls
B3	61 stalls	28 stalls	0 stalls	85 stalls
Totals	**458 stalls**	**192 stalls**	**14 stalls**	**660 stalls**

SHEET NOTES

EXISTING SITE INFORMATION

Existing Land Use Dest.: Heavy Industrial / Heavy Manufacturing
Existing Zoning: M3
Existing Height District: Height District No. 1
Aplicable Plans: Central City North Comm. Plan
River Improv. Overlay (RIO)
LA State Enterprise Zone

PROPOSED SITE INFORMATION

Proposed Land Use Dest.: Regional Center
Proposed Zoning: C2
Proposed Height District: Height District No. 2
Aplicable Plans: Central City North Comm. Plan
River Improv. Overlay (RIO)
LA State Enterprise Zone

FAR AREA DEFINITION

The floor area ratio (FAR) is a ratio establishing relationship between a property and the amount of development permitted for that property, and is expressed as a percentage or a ratio of the buildable Area or Lot size.

FLOOR AREA DEFINITION

The 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 dedicated to bicycle parking, space for the landing and storage of helicopters, and Basement storage areas.

GENERAL NOTES

KEY PLAN

LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

SALT
423 Gin Ling Way
Los Angeles, CA 90012
Tel 213.234.0057

△	Date	Description
1	02/06/2017	ENTITLEMENT SET
2	07/14/2017	ENTITLEMENT SET
3	10/25/2017	ENTITLEMENT SET
6	05/31/2019	ENTITLEMENT SET
7	10/02/2019	ENTITLEMENT SET
8	04/07/2020	ENTITLEMENT SET
9	03/04/2022	ENTITLEMENT SET
10	03/16/2022	ENTITLEMENT SET

Seal / Signature

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Project Name
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Description
DEVELOPMENT SUMMARY

Scale

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GRAPHICS SYMBOLS

REFLECTED CLG

- ACOUS CLG AND GRID
- XX'-XX" / XX'-XX" — CLG HEIGHT CHANGE
- X'-X" — FIN CLG HEIGHT SYMBOL
- GRID STARTPOINT SYMBOL
- AT1 — CLG FINISH TAG
- MS — MOTION SENSOR
- S — CLG MTD SPEAKER
- XX / XX — CLG MTD CAMERA
- CLG MTD SPRINKLER HEAD
- XX XX / 12 — CLG MTD SMOKE DETECTOR
- XX XX / 12 — CLG MTD STROBE LT
- CLG MTD EXIT SIGNS
- WALL MTD EXIT SIGNS - PARALLEL
- WALL MTD EXIT SIGNS -
- E — DENOTES EXISTING TO REMAIN
- R — DENOTES EXIST TO BE RELOCATED
- ACCESS DOOR

LT FXTRS

- FLORESCENT LT FXTR
- FLORESCENT LT FXTR / EMERGENCY CIRCUIT
- EXIST LT FXTR TO BE REMOVED
- UNDER CAB FLORESCENT FXTR
- FLORESCENT STRIP FXTR
- FLORESCENT PENDANT FXTR
- RECES DOWNLT
- RECES ADJUSTABLE DN LT
- RECES WALL WASHER
- TRACK LTING
- SURFACE MTD LT FXTR
- WALL SCONCE
- $ — LT SWITCH
- D $ — DIMMER SWITCH

MECHANICAL FXTRS

- RETURN AIR
- SUPPLY AIR
- CIRCULAR DIFFUSER
- LINEAR DIFFUSER
- EXHAUST FAN

ELEVATION INDICATION

- GLASS SYMBOL
- MASONRY COURSING
- WOOD VENEER
- STONE

POWER & COMM. CONT

LEGEND OF COMMON SYMBOL MODIFIERS

- SURF FLR MTD, POKE THRU DEVICES
- FURN SYS MTD DEVICES
- FLUSH FLR MTD DEVICES
- FLUSH FLR MTD, POKE THRU, DEVICES
- SURF FLR MTD DEVICES

LEGEND OF COMMON SYMBOLS

- SINGLE RECPT
- DUPLEX RECPT
- QUADRAPLEX RECPT
- COMBINATION DUPLEX & VOICE/DATA RECPT
- COMBINATION QUADRAPLEX & VOICE/DATA RECPTS
- AV — COMBINATION DUPLEX, AUDIO VISUAL AND VOICE/DATA RECPTS
- AV — COMBINATION QUADRAPLEX, AV & VOICE/DATA RECPTS
- VOICE/DATA RECPT
- DATA RECPT
- VOICE RECPT
- AV — AV RECPT
- P — SYS WORKSTATION PANEL POWER INFEED
- V — SYS WORKSTATION PANEL VOICE INFEED
- SINGLE RECPT
- DUPLEX RECPT
- QUADRAPLEX RECPT
- VOICE/DATA RECPT
- DATA RECPT
- VOICE RECPT
- FURN SYSTEM ELECTRIC PIGTAIL
- PP — FURN MTD, POWER POLE
- SINGLE RECPT
- DUPLEX RECPT
- QUADRAPLEX RECEPT
- AV — COMBINATION DUPLEX & VOICE/DATA RECPT
- AV — COMBINATION DUPLEX & VOICE/DATA RECPTS
- AV — COMBINATION DUPLEX, AUDIO VISUAL AND VOICE/DATA RECPTS
- AV — COMBINATION QUADRAPLEX, AV & VOICE/DATA RECPTS
- PVD — COMBINATION POWER, VOICE/DATA
- PVA — RAISED FLR BOX, COMBINATION POWER, VOICE/DATA, A/V
- AV — RAISED FLR BOX, AV CONDUIT STUB UP, AV
- CONDUIT STUB UP, POWER
- CONDUIT STUB UP, VOICE/DATA

WALL MTD DEVICES

- X — EQUIP TAG (REFER TO EQUIP SCHEDULE)
- ST — WALL MTD FIRE ALARM STROBE
- FA — FIRE ALARM PULL
- FW — FIRE WARDEN STATION
- T — THERMOSTAT
- CTV — CABLE TV RECPT
- AV — AV RECPT
- AVT — AV TROUGH
- J — ELECTRICAL JUNCTION BOX
- VOICE/DATA JUNCTION BOX
- P — SYS WORKSTATION PANEL POWER INFEED
- V — SYS WORKSTATION PANEL VOICE/DATA INFEED
- CONDUIT STUB-OUT POWER
- CONDUIT STUB-OUT VOICE AND DATA
- CONDUIT STUB-OUT A/V
- PLUG MOLD

SECURITY DEVICES

- CAMERA
- CR — CARD READER
- B — ELECTRIC DOOR BELL PUSH
- B — ELECTRIC DOOR BELL
- IC — INTERCOM
- DR — REMOTE DOOR RELEASE BUTTON
- MS — MOTION SENSOR
- IA — INTRUSION ALARM
- EH — ELECTRIC DOOR HINGE
- H — ELECTRICAL DOOR HOLD OPEN
- DR — ELECTRICAL DOOR RELEASE
- DC — ELECTRICAL DOOR MONITOR CONTACT
- DDC — DOUBLE DOOR MONITOR CONTACT
- EL — ELECTRIC LOCKSET
- KS — ELECTRIC KEY SWITCH
- ES — ELECTRIC STRIKE
- ML — MAGNETIC LOCKSET
- PB — PANIC BUTTON

SECTION INDICATIONS

- ACOUSTICAL CEILING TILE
- ALUMINUM
- BRICK
- CARPET
- CONCRETE
- CONCRETE MASONRY UNIT
- CUT STONE
- EARTH
- FABRIC WRAPPED PANEL
- GLASS
- GRAVEL
- GYPSUM PLASTER
- INSULATION (LOOSE OR BATT)
- INSULATION (RIGID)
- METAL
- PLASTIC
- PLYWOOD
- PRE-CAST PANELS
- SAND OR GROUT
- STONE
- WOOD (FINISHED)
- WOOD (CONTINUOUS MEMBER)
- WOOD (INTERRUPTED MEMBER

CONSTRUCTION

- 1 — COLUMN GRID REFERENCE NUMBER
- COLUMN GRID LINES AND REFERENCE NUMBER
- EXISTING CONSTRUCTION TO REMAIN
- EXISTING CONSTRUCTION TO BE DEMOLISHED
- NEW PARTITION
- 1 HR. RATED PARTITION
- 2 HR. RATED PARTITION
- 3 HR. RATED PARTITION
- 4 HR. RATED PARTITION
- SMOKE PARTITION
- EGRESS PATH PRIMARY
- EGRESS PATH SECONDARY
- MILLWORK
- MILLWORK ABOVE
- DETAIL NUMBER
- XX / XX.XXX / SIM — SHEET NUMBER; DESCRIPTION OF SIMILAR OR OPPOSITE
- AREA TO BE DETAILED
- 1 — LOCATION ON SHEET WHERE ELEVATION IS SHOWN
- 2 A11.XX — DIRECTION OF ELEVATION; SHEET NUMBER WHERE ELEVATION IS SHOWN
- INTERIOR AND EXTERIOR ELEVATION MARKER
- 1 — REVISION REFERENCE NUMBER
- REVISION CLOUD DEPICTING AREA REVISED
- NAME / 1234 — ROOM NAME; ROOM NUMBER
- 01 — SHEETNOTE REFERENCE
- 1 A3A — WALL TYPE REFERENCE; FIRE RATING
- XXX — DOOR REFERENCE NUMBER (REFER TO DOOR SCHEDULE)
- XX / XX — DOOR NUMBER; DOOR TYPE
- XXX / X | X — DOOR NUMBER; DOOR TYPE | HARDWARE TYPE
- XX — WINDOW REFERENCE NUMBER (REFER TO WINDOW SCHEDULE)
- MW01 — MILLWORK REFERENCE NUMBER (REFER TO MILLWORK SCHEDULE)
- +6" / 0" — ELEVATION DATUM REFERENCE; FLOOR ELEVATION TRANSITION
- MATCH LINE SEE XX/XX — MATCH LINE SYMBOL
- ALIGN — ALIGN WITH ESTABLISHED / ADJACENT SURFACES

WALL MOUNTED LIFE SAFETY EQUIPMENT AND DEVICES

- FIRE WARDEN STATION SYMBOL
- WALL MOUNTED FIRE ALARM STROBE SYMBOL
- FIRE ALARM PULL SYMBOL
- FEC — WALL MOUNTED, FIRE EXTINGUISHER CABINET
- WALL MOUNTED FIRE EXTINGUISHER
- WALL MOUNTED FIRE HOSE CABINET
- WALL MOUNTED FIRE VALVE
- WALL MOUNTED FIRE VALVE CABINET

FINISH

- XXXX / XXXX — WALL FINISH TAG; BASE FINISH TAG
- EXTENT OF FINISH TYP.
- XXXX — WALL FINISH TAG
- XXXX — SPECIAL FINISH TAG
- XXXX — FLOOR FINISH TAG
- XXXX — CEILING FINISH TAG
- CHANGE IN FLOOR FINISH

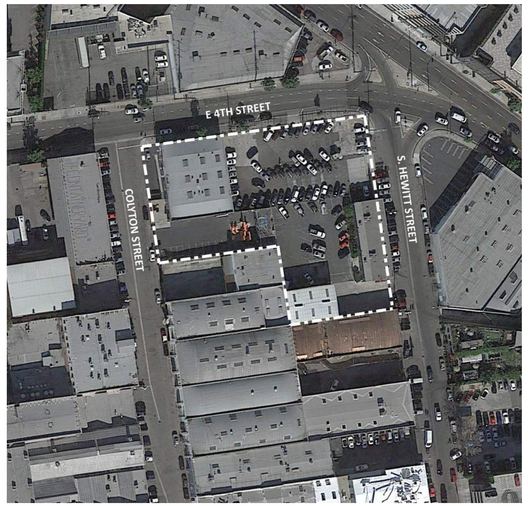
ABREVIATIONS

A	
ACCES	ACCESSORY
ACOUS	ACOUSTIC(AL)
AFF	ABOVE FINISHED FLOOR
AL	ALUMINUM
ALT	ALTERNATE
ANNUNC	ANNUNCIATOR
ANOD	ANODIZED
APPL	APPLIANCE
AUTO	AUTOMATIC
AVG	AVERAGE
B	
BD	BOARD
BLDG	BUILDING
BLKG	BLOCKING
BOLLD	BOLLARD
BRDLM	BROADLOOM
BU	BUILT UP
C	
CAB	CABINET
CEM	CEMENT(ITIOUS)
CER	CERAMIC
CLG	CEILING
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
COATG	COATING
COILG	COILING
CONC	CONCRETE
CONSTR	CONSTRUCTION
CONT	CONTINUOUS(ATION)
CONTR	CONTRACT(OR)
COV	COVER
CPT	CARPET
D	
DBL	DOUBLE
DEPT	DEPARTMENT
DES	DESIGN(ED)
DET	DETAIL
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIFF	DIFFUSER
DIM	DIMENSION
DISP	DISPENSER
DIV	DIVISION
DN	DOWN
DR	DOOR
DSCON	DISCONNECT
DWR	DRAWER
E	
(E)	EXISTING
ELAST	ELASTOMERIC
ELEC	ELECTRICAL
EMBED	EMBEDD(ED)(ING)
ENGR	ENGINEER(ED)
ENTR	ENTRANCE
EQ	EQUAL
EQUIP	EQUIPMENT
EXP JT	EXPANSION JOINT
EXPS	EXPOSE(D)
EXT	EXTERIOR
F	
FAB	FABRICATION
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER AND CABINET
FHC	FIRE HOSE CABINET
FIN	FINISH
FLDG	FOLDING
FLR	FLOOR(ING)
FPLC	FIREPLACE
FR	FIRE RAT(ING)(ED)
FRMG	FRAMING
FURN	FURNITURE
FWC	FABRIC WALL COVERING
FXD	FIXED
FXTR	FIXTURE
G	
GA	GAUGE
GFRC	GLASS FIBER REINFORCED CONCRETE
GFRG	GLASS FIBER REINFORCED GYPSUM
GFRP	GLASS FIBER REINFORCED PLASTER
GL	GLASS
GR	GRAD(E)(ING)
GYP	GYPSUM
H	
HD	HEAD
HDWD	HARDWOOD
HDWE	HARDWARE
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HP	HIGH POINT
HVAC	HEATING, VENTILATING, AND AIR CONDITIONING
I	
INFILTR	INFILTRATION
INFO	INFORMATION
INSTRUM	INSTRUMENT(ATION)
INSUL	INSULATION
INT	INTERIOR
INTLK	INTERLOCK(ING)
J	
JAN	JANITOR
K	
KIT	KITCHEN
L	
LAV	LAVATORY
LB	POUND
LL	LEASE LINE
LOUVER	LOUVER
LP	LOW POINT
LT	LIGHT
LVLG	LEVELING
M	
MAX	MAXIMUM
MECH	MECHANICAL
MEMB	MEMBRANE
MET	METAL
MEZZ	MEZZANINE
MFD	MANUFACTURED
MFR	MANUFACTURER
MIN	MINIMUM
MISC	MISCELLANEOUS
MLWK	MILLWORK
MOIST	MOISTURE
MOT	MOTOR(IZED)
MTD	MOUNTED
N	
NIC	NOT IN CONTRACT
NO	NUMBER
NTS	NOT TO SCALE
O	
O.C.	ON CENTER
O/	OVER
OCC	OCCUPANT
OH	OPPOSITE HAND
OPNG	OPENING(S)
OPP	OPPOSITE
OPR	OPERABLE
ORNA	ORNAMENTAL
OVFL	OVERFLOW
OVHD	OVERHEAD
P	
PBD	PARTICLE BOARD
PEDTR	PEDESTRIAN
PLAM	PLASTIC LAMINATE
PLAS	PLASTER
PLSTC	PLASTIC
PLYWD	PLYWOOD
PNL	PANEL
POLYST	POLYSTYRENE
PORT	PORTABLE
PREFAB	PREFABRICATED
PREFIN	PREFINISHED
PRTECN	PROTECTION
PTN	PARTITION
R	
RDR	READER
RECES	RECESS(ED)
RECPT	RECEPTACLE
REF	REFER(ENCE)
REFL	REFLECTED
REFR	REFRIGERATOR
REQD	REQUIRED
RESIS	RESIST(ANT)(IVE)
RFG	ROOFING
RM	ROOM
RN	ROOF DRAIN
RO	ROUGH OPENING
S	
SCR	SCRIBE
SECUR	SECURITY
SF	SQUARE FEET
SGL	SINGLE
SHORG	SHORING
SIM	SIMILAR
SST	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STRFR	STOREFRONT
STRUCT	STRUCTURAL
SURF	SURFACE
SUSP	SUSPENDED
SYS	SYSTEM(S)
T	
T&G	TONGUE AND GROOVE
TBD	TO BE DETERMINED
THK	THICK
TLT	TOILET
TOS	TOP OF STEEL
TRAF	TRAFFIC
TRANS	TRANSPARENT
TRTD	TREATED
TYP	TYPICAL
U	
UNDRLY	UNDERLAYMENT
UNO	UNLESS NOTED OTHERWISE
UTIL	UTILITY
V	
VEH	VEHICLE
VERT	VERTICLE
VIF	VERIFY IN FIELD
W	
W/	WITH
W/O	WITHOUT
WC	WATER CLOSET
WD	WOOD
WDW	WINDOW
WT	WEIGHT
WTRPRF	WATERPROOFING

VICINITY MAP



LOCATION MAP



CODE INFORMATION

APPLICABLE BUILDING CODES:

BUILDING CODE:	2017 LOS ANGELES BUILDING CODE 2017 LOS ANGELES EXISTING BUILDING CODE
ELECTRICAL CODE:	2016 CALIFORNIA ELECTRICAL CODE
MECHANICAL CODE:	2016 CALIFORNIA MECHANICAL CODE
PLUMBING CODE:	2016 CALIFORNIA PLUMBING CODE
ENERGY CODE:	2016 CALIFORNIA ENERGY CODE
SUSTAINABILITY CODE:	2016 CALIFORNIA GREEN BUILDING STANDARDS
FIRE CODE:	2016 CALIFORNIA FIRE CODE

PER CBC TABLE 601 FIRE-RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (HOURS) - TYPE 1A

BUILDING ELEMENT	*REQUIRED RATING*
PRIMARY STRUCTURAL FRAME:	3 HRS
BEARING WALLS	
EXTERIOR:	3 HRS
INTERIOR:	3 HRS
NONBEARING WALLS & PARTITIONS	
EXTERIOR:	PER CBC TABLE 602
INTERIOR:	1 HR
FLOOR CONSTRUCTION AND ASSOCIATED SECONDARY MEMBERS:	2 HRS
ROOF CONSTRUCTION AND ASSOCIATED SECONDARY MEMBERS:	1.5 HRS

PROJECT DESCRIPTION

PROPOSED PROJECT INFORMATION

THE PROJECT WOULD CONSIST OF THE EXISTING STRUCTURE TO REMAIN AND THE REMAINDER OF THE PROPERTY THAT IS TO BE REDEVELOPED. REDEVELOPED PORTION OF THE PROPERTY WOULD INCLUDE NEW CONSTRUCTION OF A COMMERCIAL BUILDING THAT WOULD BE LOCATED AT THE CORNER OF 4TH AND HEWITT STREETS AND AN OUTDOOR PLAZA ALONG COLYTON STREET. THE COMMERCIAL BUILDING WOULD CONSIST OF GROUND FLOOR COMMERCIAL USES, OFFICE USE ON THE 6TH THROUGH 17TH FLOORS, PARKING ON THREE SUBTERRANEAN FLOORS, AND MECHANICAL EQUIPMENT LOCATED ON THE MECHANICAL ROOF. THE NEW GROUND FLOOR COMMERCIAL USES WOULD WRAP AROUND 4TH AND HEWITT STREETS WITH FRONTAGE AND ACCESS FROM BOTH STREETS. THE PROJECT WOULD INCLUDE APPROXIMATELY 687 PARKING SPACES. THE PARKING WOULD BE LOCATED ON THREE SUBTERRANEAN LEVELS AND ON THE 2ND THROUGH 5TH FLOORS. IN ADDITION, THE PROJECT WOULD ALSO PROVIDE 112 BICYCLE PARKING SPACES, COMPRISED OF 40 BICYCLE SPACES FOR SHORT TERM USE AND 72 FOR LONG TERM USE. TOP OF THE COMMERCIAL BUILDING IS AT THE 17TH FLOOR, 254 FEET ABOVE FINISHED GRADE AND THE TOP OF THE OVERRUN AT 295 FEET ABOVE FINISHED GRADE.

LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

SALT
423 Gin Ling Way
Los Angeles, CA 90012
Tel 213.234.0057

△	Date	Description
6	05/31/2019	ENTITLEMENT SET
7	10/02/2019	ENTITLEMENT SET
8	04/07/2020	ENTITLEMENT SET
10	03/16/2022	ENTITLEMENT SET

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Project Name
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Project Number
05.1291.000

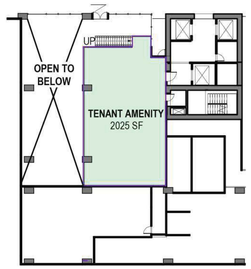
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PROJECT INFORMATION/ ABBREVIATIONS/ ARCHITECTURAL SYMBOLS

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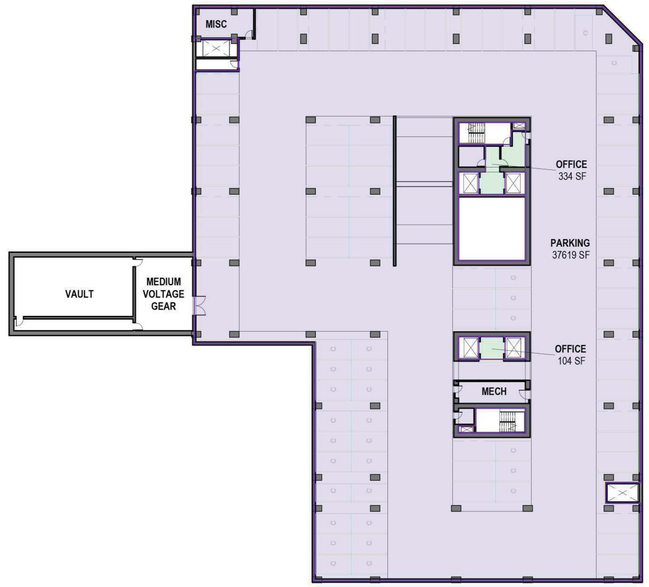
Gross Floor Area Schedule (Level Ground Mezzanine)		
Name	Level	Area
TENANT AMENITY	GROUND LEVEL MEZZANINE	2,025 SF

GROUND LEVEL MEZZANINE 5
1" = 30'-0" SCALE:



Floor Area Schedule (Gross Building_Ground Level)		
Name	Level	Area
FOOD & BEVERAGE	GROUND LEVEL	8,149 SF
EXISTING STRUCTURE TO REMAIN	GROUND LEVEL	7,800 SF
OFFICE	GROUND LEVEL	18,882 SF
TENANT AMENITY	GROUND LEVEL	2,425 SF

GROUND LEVEL 4
1" = 30'-0" SCALE:



Gross Floor Area Schedule (Level B2)		
Name	Level	Area
OFFICE	BASEMENT 2	438 SF

BASEMENT 2 2
1" = 30'-0" SCALE:



Gross Floor Area Schedule (Level B1)		
Name	Level	Area
OFFICE	BASEMENT 1	540 SF

BASEMENT 1 3
1" = 30'-0" SCALE:



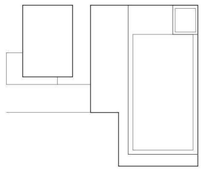
Gross Floor Area Schedule (Level B3)		
Name	Level	Area
OFFICE	BASEMENT 3	438 SF

BASEMENT 3 1
1" = 30'-0" SCALE:

SHEET NOTES

GENERAL NOTES

KEY PLAN



LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

agenceter INFRASTRUCTURE, URBANISTES
803 Broadway, Suite 600
Los Angeles, CA 90014
Tel 213.328.7489

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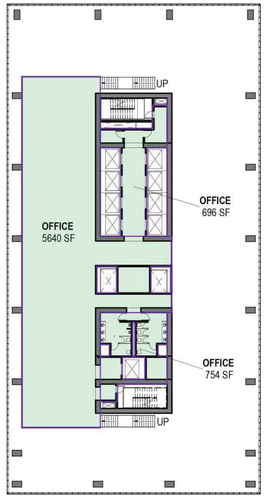
Description
FLOOR AREA PLANS

Scale
1" = 30'-0"

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Gross Floor Area Schedule (Level 6 Mezzanine)		
Name	Level	Area
OFFICE	LEVEL 6 MEZZANINE	7,090 SF

LEVEL 6 MEZZANINE 6
1" = 30'-0" SCALE:



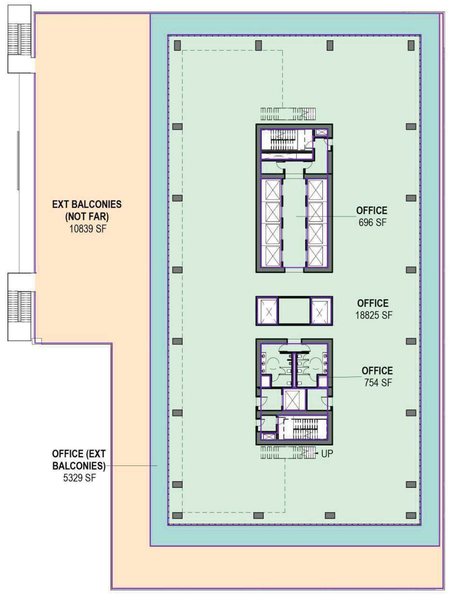
Gross Floor Area Schedule (Level 5)		
Name	Level	Area
OFFICE	LEVEL 5	592 SF

LEVEL 5 4
1" = 30'-0" SCALE:



Gross Floor Area Schedule (Level 3)		
Name	Level	Area
OFFICE	LEVEL 3	592 SF

LEVEL 3 2
1" = 30'-0" SCALE:



Gross Floor Area Schedule (Level 6)		
Name	Level	Area
EXT BALCONIES (NOT FAR)	LEVEL 6	10,839 SF
OFFICE	LEVEL 6	20,275 SF
OFFICE (EXT BALCONIES)	LEVEL 6	5,329 SF

LEVEL 6 5
1" = 30'-0" SCALE:



Gross Floor Area Schedule (Level 4)		
Name	Level	Area
OFFICE	LEVEL 4	592 SF

LEVEL 4 3
1" = 30'-0" SCALE:



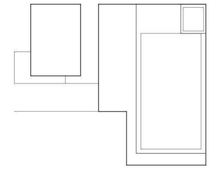
Gross Floor Area Schedule (Level 2)		
Name	Level	Area
OFFICE	LEVEL 2	592 SF

LEVEL 2 1
1" = 30'-0" SCALE:

SHEET NOTES

GENERAL NOTES

KEY PLAN



LEGENDARY
INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

agenceter
803 Broadway, Suite 600
Los Angeles, CA 90014
Tel 213.328.7489

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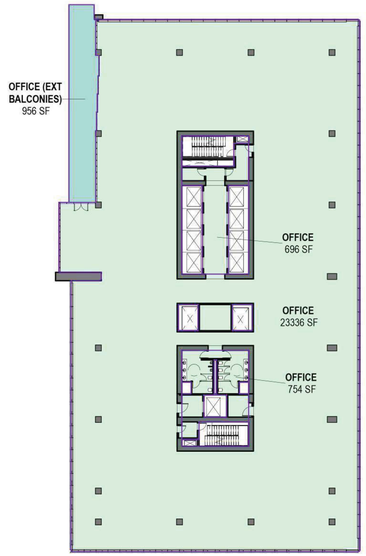
Description
FLOOR AREA PLANS

Scale
1" = 30'-0"

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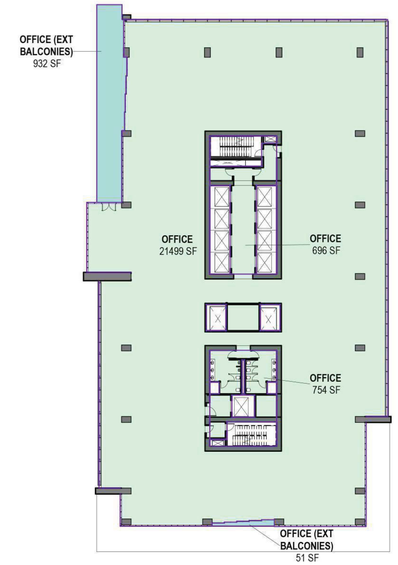
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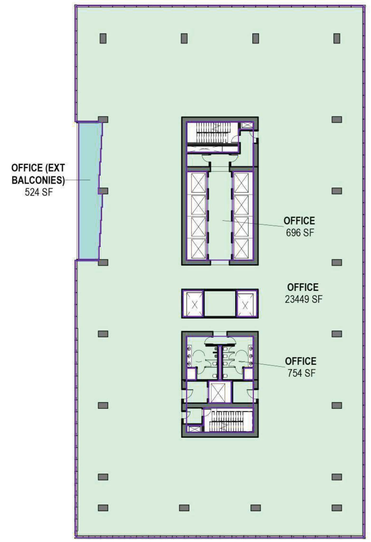
Gross Floor Area Schedule (Level 12)		
Name	Level	Area
OFFICE	LEVEL 12	24,786 SF
OFFICE (EXT BALCONIES)	LEVEL 12	956 SF

LEVEL 12 6
1" = 30'-0" SCALE:



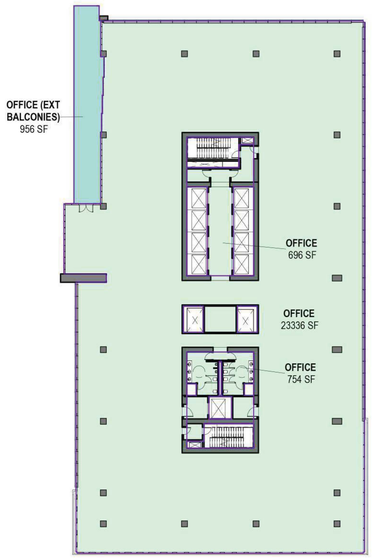
Gross Floor Area Schedule (Level 10)		
Name	Level	Area
OFFICE	LEVEL 10	22,949 SF
OFFICE (EXT BALCONIES)	LEVEL 10	983 SF

LEVEL 10 4
1" = 30'-0" SCALE:



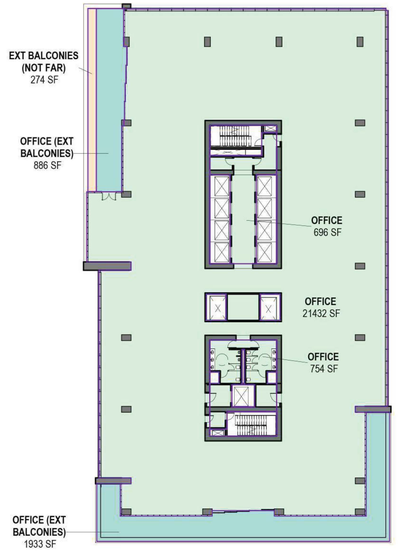
Gross Floor Area Schedule (Level 8)		
Name	Level	Area
OFFICE	LEVEL 8	24,899 SF
OFFICE (EXT BALCONIES)	LEVEL 8	524 SF

LEVEL 8 2
1" = 30'-0" SCALE:



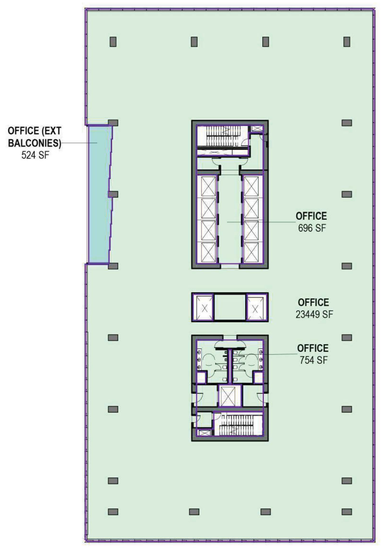
Gross Floor Area Schedule (Level 11)		
Name	Level	Area
OFFICE	LEVEL 11	24,786 SF
OFFICE (EXT BALCONIES)	LEVEL 11	956 SF

LEVEL 11 5
1" = 30'-0" SCALE:



Gross Floor Area Schedule (Level 9)		
Name	Level	Area
EXT BALCONIES (NOT FAR)	LEVEL 9	274 SF
OFFICE	LEVEL 9	22,882 SF
OFFICE (EXT BALCONIES)	LEVEL 9	2,819 SF

LEVEL 9 3
1" = 30'-0" SCALE:



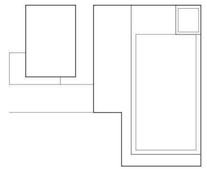
Gross Floor Area Schedule (Level 7)		
Name	Level	Area
OFFICE	LEVEL 7	24,899 SF
OFFICE (EXT BALCONIES)	LEVEL 7	524 SF

LEVEL 7 1
1" = 30'-0" SCALE:

SHEET NOTES

GENERAL NOTES

KEY PLAN



LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

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803 Broadway, Suite 600
Los Angeles, CA 90014
Tel 213.328.7489

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7	10/02/2019	ENTITLEMENT SET
8	04/07/2020	ENTITLEMENT SET
9	03/04/2022	ENTITLEMENT SET

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Project Name
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Project Number
05.1291.000

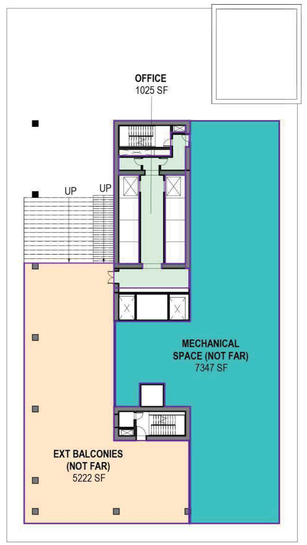
Description
FLOOR AREA PLANS

Scale
1" = 30'-0"

G0.903

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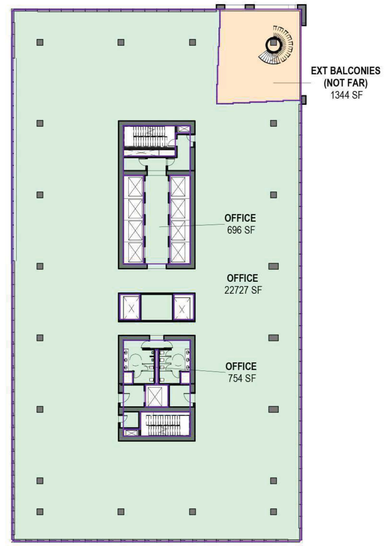
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10/3/2019 10:24:37 AM



Gross Floor Area Schedule (Level 18)

Name	Level	Area
EXT BALCONIES (NOT FAR)	MECHANICAL - LEVEL 18	5,222 SF
MECHANICAL SPACE (NOT FAR)	MECHANICAL - LEVEL 18	7,347 SF
OFFICE	MECHANICAL - LEVEL 18	1,025 SF

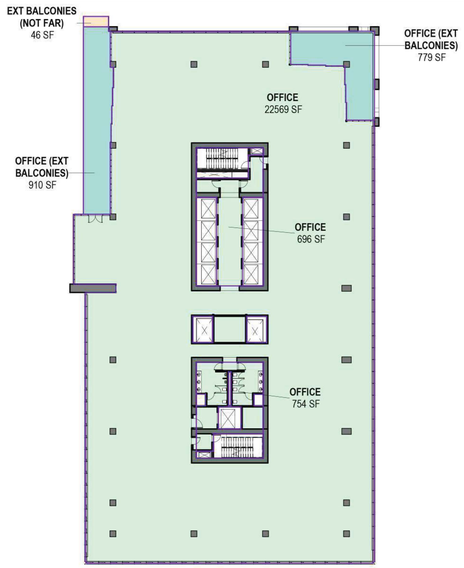
MECHANICAL LEVEL (LEVEL 18) 7
1" = 30'-0" SCALE:



Gross Floor Area Schedule (Level 16)

Name	Level	Area
EXT BALCONIES (NOT FAR)	LEVEL 16	1,344 SF
OFFICE	LEVEL 16	24,177 SF

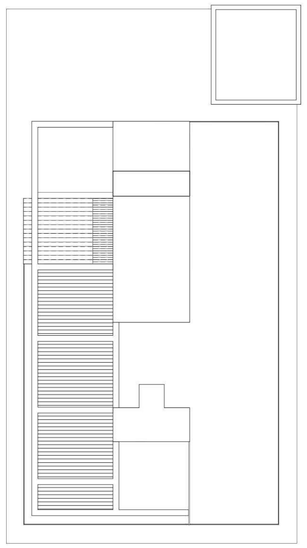
LEVEL 16 4
1" = 30'-0" SCALE:



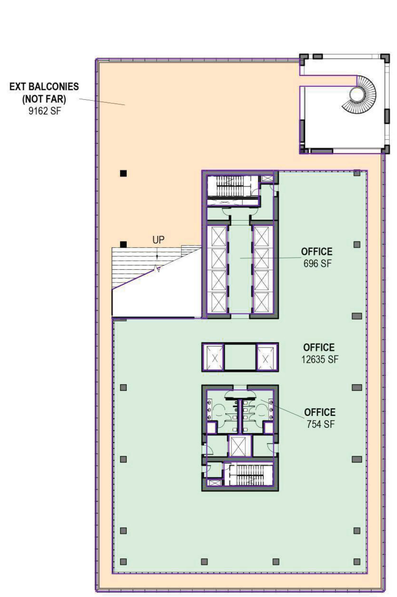
Gross Floor Area Schedule (Level 14)

Name	Level	Area
EXT BALCONIES (NOT FAR)	LEVEL 14	46 SF
OFFICE	LEVEL 14	24,019 SF
OFFICE (EXT BALCONIES)	LEVEL 14	1,689 SF

LEVEL 14 2
1" = 30'-0" SCALE:



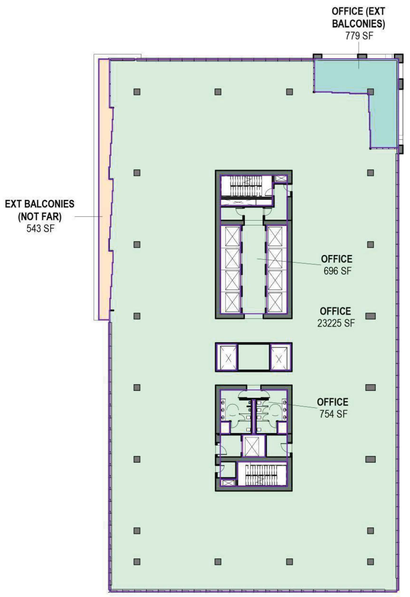
UPPER ROOF 8
1" = 30'-0" SCALE:



Gross Floor Area Schedule (Level 17)

Name	Level	Area
EXT BALCONIES (NOT FAR)	LEVEL 17	9,162 SF
OFFICE	LEVEL 17	14,085 SF

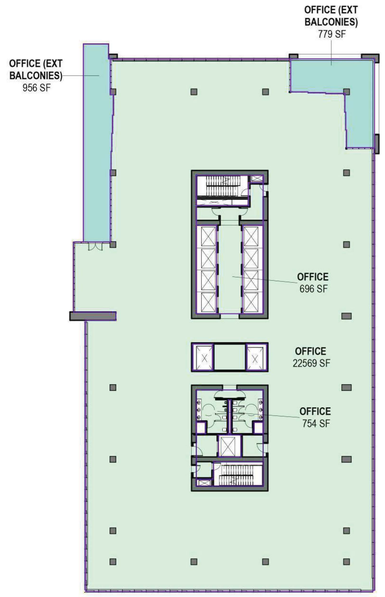
LEVEL 17 5
1" = 30'-0" SCALE:



Gross Floor Area Schedule (Level 15)

Name	Level	Area
EXT BALCONIES (NOT FAR)	LEVEL 15	543 SF
OFFICE	LEVEL 15	24,675 SF
OFFICE (EXT BALCONIES)	LEVEL 15	779 SF

LEVEL 15 3
1" = 30'-0" SCALE:



Gross Floor Area Schedule (Level 13)

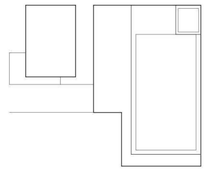
Name	Level	Area
OFFICE	LEVEL 13	24,019 SF
OFFICE (EXT BALCONIES)	LEVEL 13	1,735 SF

LEVEL 13 1
1" = 30'-0" SCALE:

SHEET NOTES

GENERAL NOTES

KEY PLAN



LEGENDARY
INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

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803 Broadway, Suite 600
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8	04/07/2020	ENTITLEMENT SET
9	03/04/2022	ENTITLEMENT SET

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Project Name
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Project Number
05.1291.000

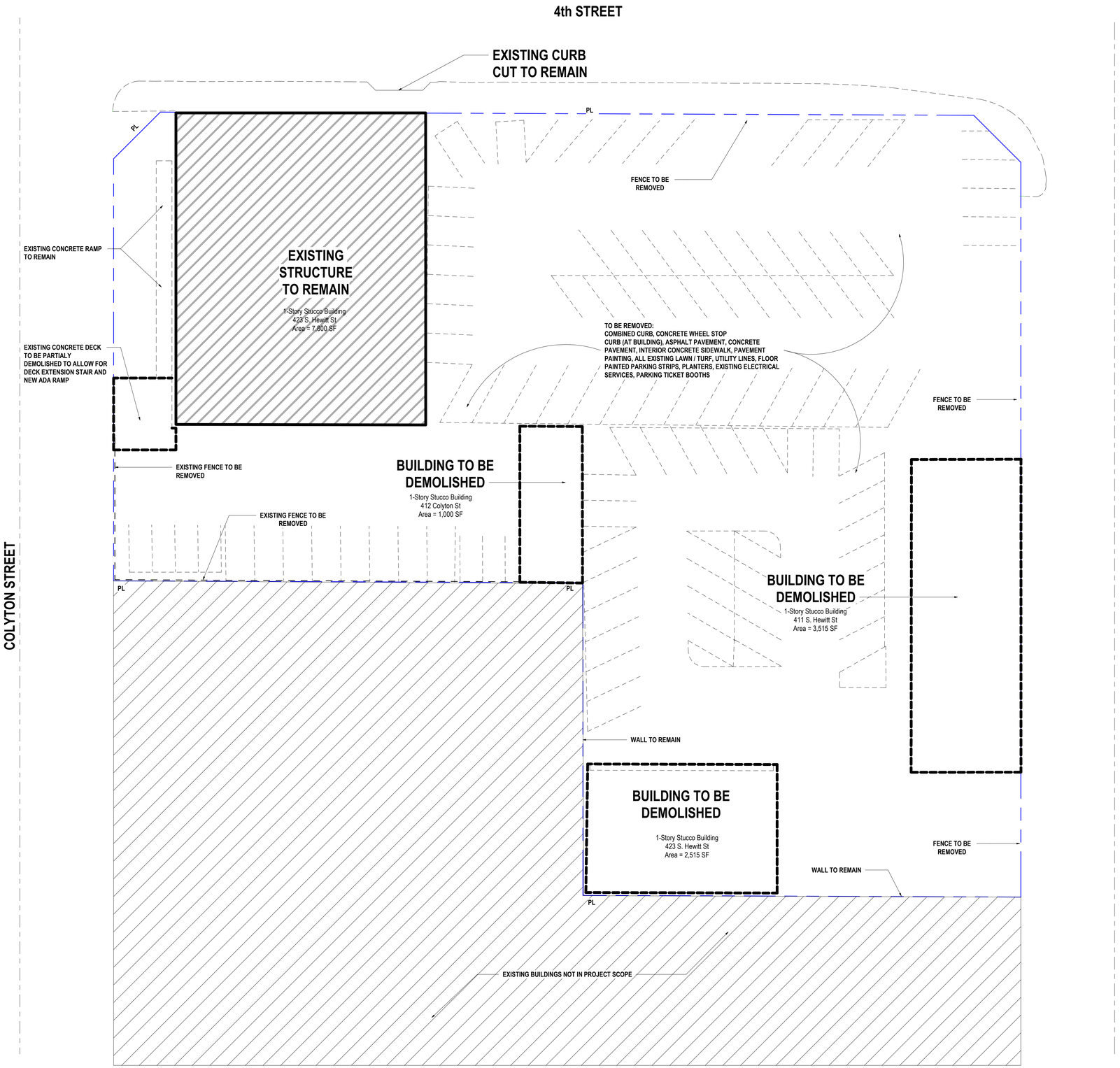
Description
FLOOR AREA PLANS

Scale
1" = 30'-0"

G0.904

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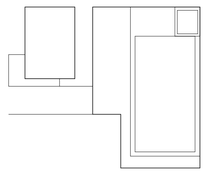


DEMOLITION PLAN 1
1/16" = 1'-0" SCALE:

SHEET NOTES

GENERAL NOTES

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LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

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423 Gin Ling Way
Los Angeles, CA 90012
Tel 213.234.0057

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1	02/06/2017	ENTITLEMENT SET
2	07/14/2017	ENTITLEMENT SET
3	10/25/2017	ENTITLEMENT SET
6	05/31/2019	ENTITLEMENT SET
7	10/02/2019	ENTITLEMENT SET
8	04/07/2020	ENTITLEMENT SET
10	03/16/2022	ENTITLEMENT SET

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Project Number
05.1291.000

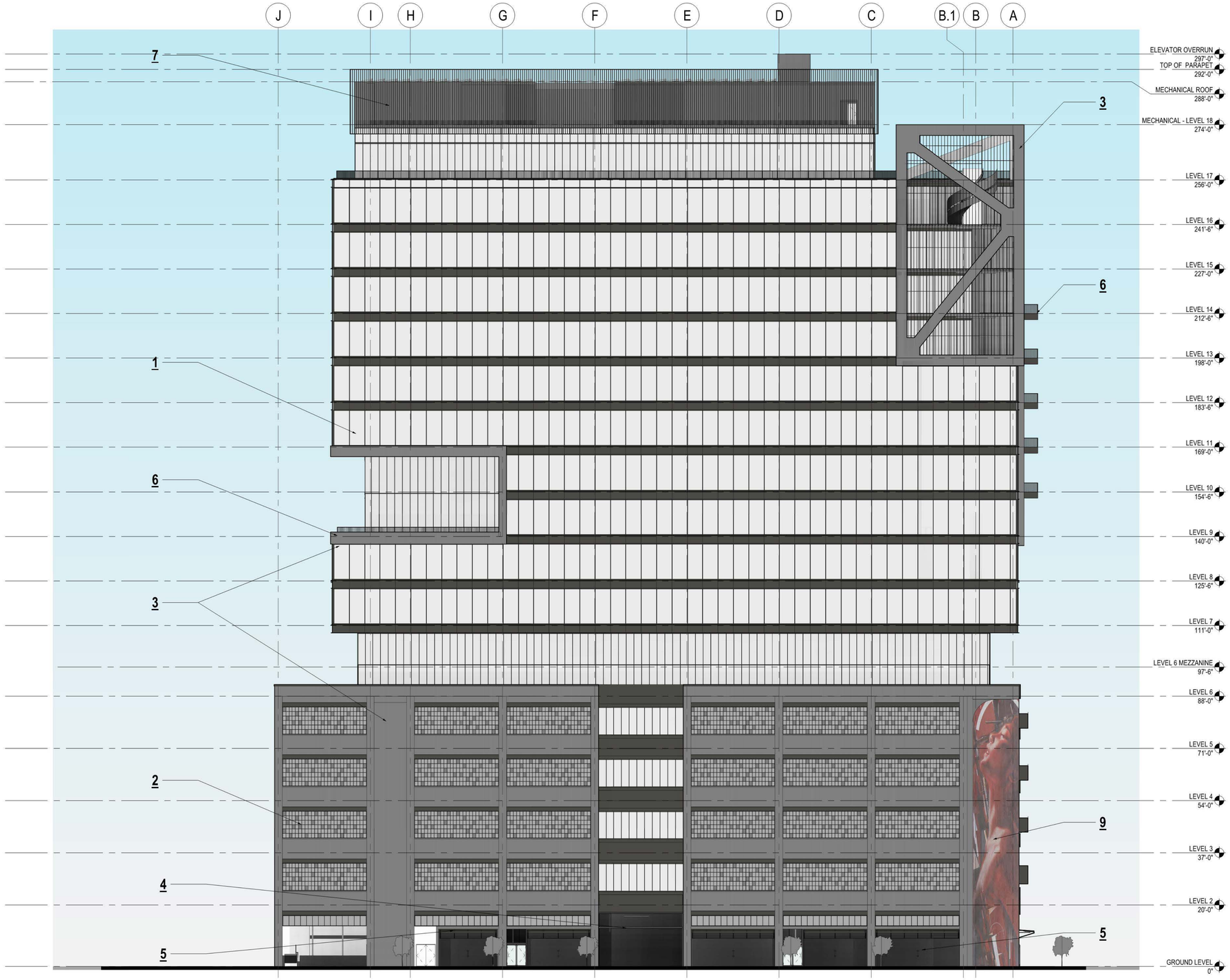
Description
DEMOLITION PLAN

Scale
1/16" = 1'-0"

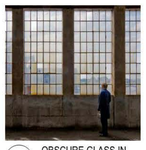
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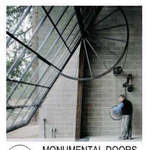
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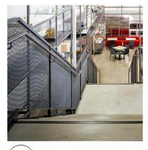

1 CURTAIN WALL SYSTEM


2 OBSCURE GLASS IN INDUSTRIAL WINDOW FRAME


3 EXPOSED CONCRETE W/ FORM-LINER PATTERN


4 MONUMENTAL DOORS (NIGHT GATE)


5 BI-FOLD DOORS


6 METAL SCREEN RAILING


7 BLACK METAL SCREEN


8 SHADOWBOX


9 MURAL

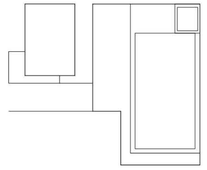

10 METAL STAIR

SHEET NOTES

Finish Code	Type

GENERAL NOTES

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LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

SALT
423 Gin Ling Way
Los Angeles, CA 90012
Tel 213.234.0057

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8	04/07/2020	ENTITLEMENT SET
9	03/04/2022	ENTITLEMENT SET
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Seal / Signature

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Project Number
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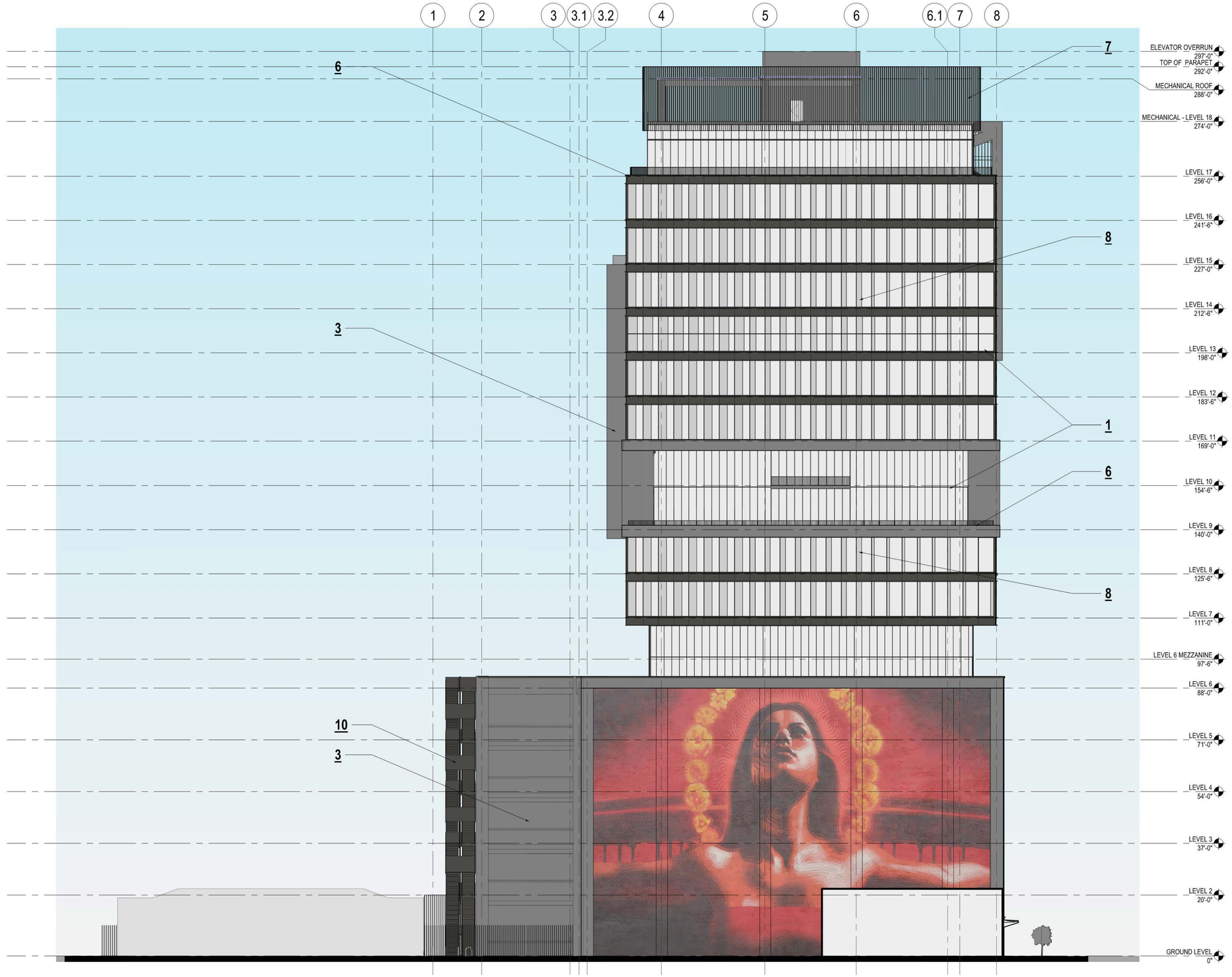
Description
EAST ELEVATION

Scale
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A0.101

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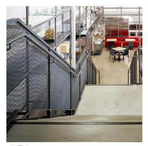

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9 MURAL

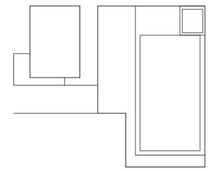

10 METAL STAIR

SHEET NOTES

Finish Code	Type

GENERAL NOTES

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401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
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ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
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Los Angeles, CA 90071
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423 Gin Ling Way
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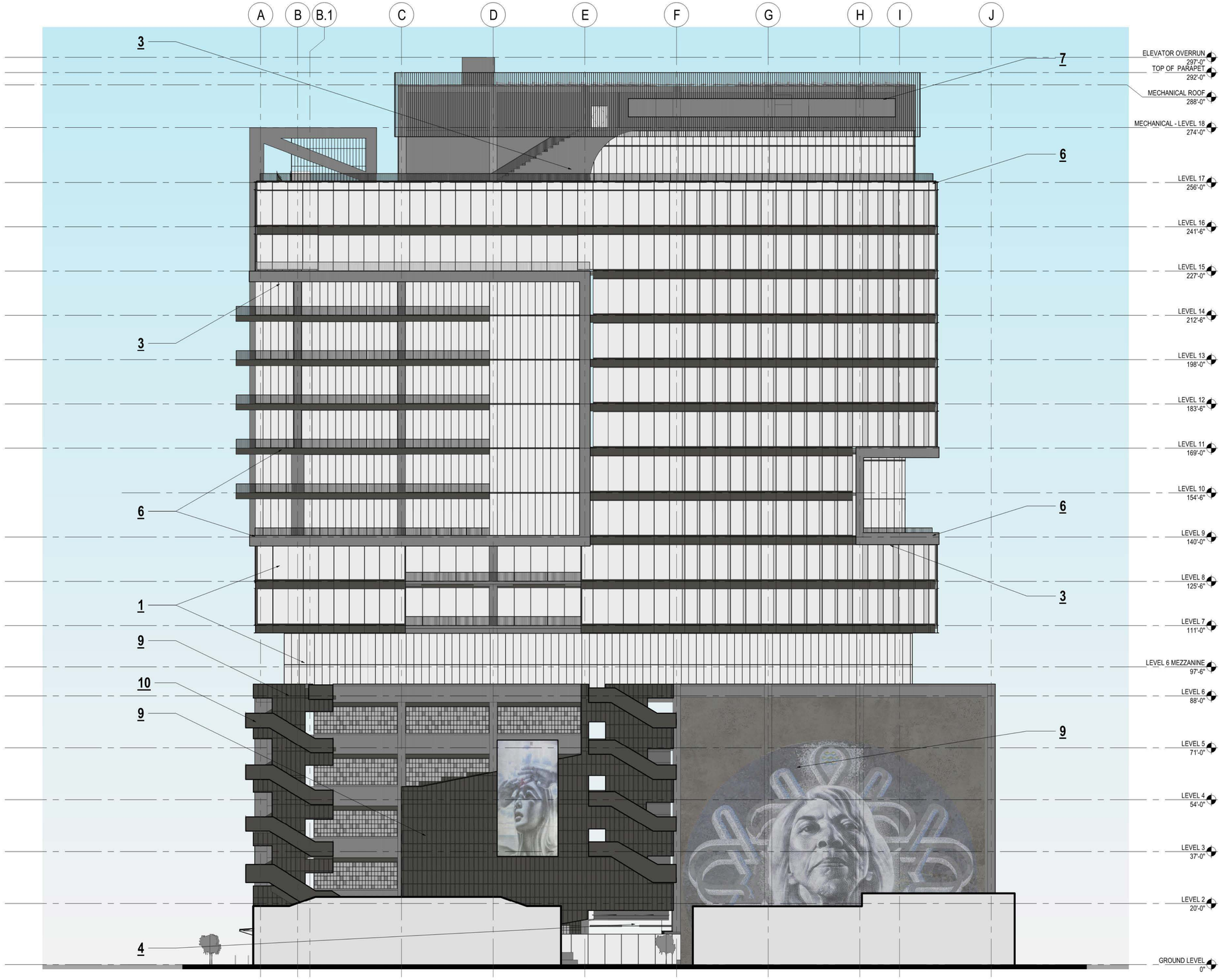
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Scale
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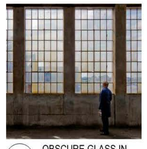
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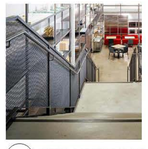

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4 MONUMENTAL DOORS (NIGHT GATE)


5 BI-FOLD DOORS


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7 BLACK METAL SCREEN


8 SHADOWBOX


9 MURAL

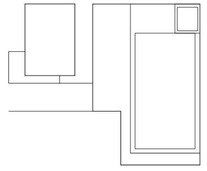

10 METAL STAIR

SHEET NOTES

Finish Code	Type

GENERAL NOTES

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LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

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555 Flower St., Suite 4300
Los Angeles, CA 90071
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SALT
423 Gin Ling Way
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Seal / Signature

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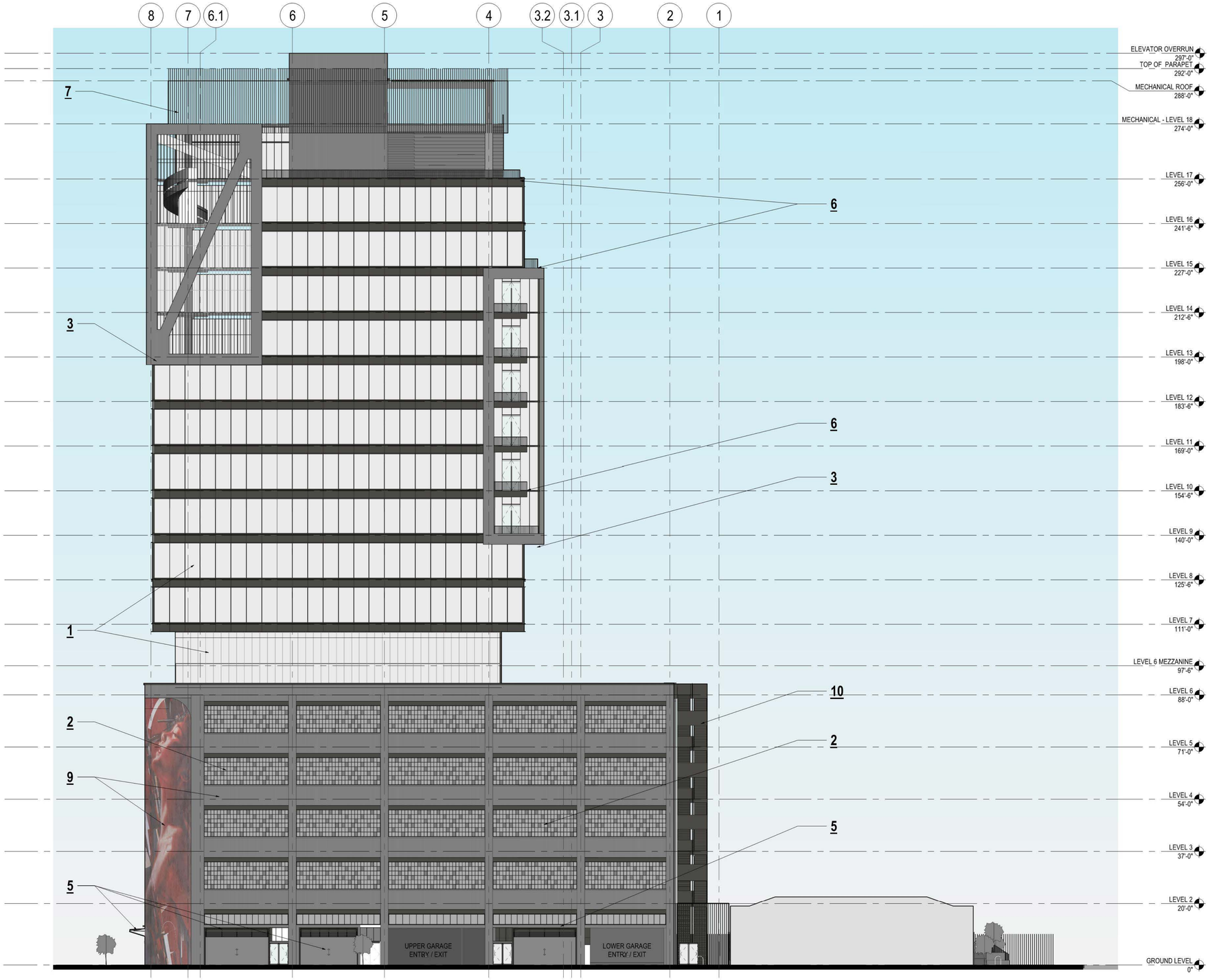
Description
WEST ELEVATION

Scale
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A0.103

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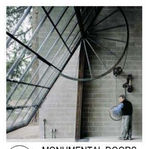
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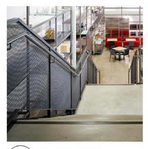

1 CURTAIN WALL SYSTEM


2 OBSCURE GLASS IN INDUSTRIAL WINDOW FRAME

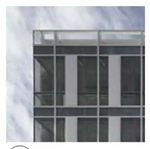

3 EXPOSED CONCRETE W/ FORM-LINER PATTERN


4 MONUMENTAL DOORS (NIGHT GATE)


5 BI-FOLD DOORS


6 METAL SCREEN RAILING


7 BLACK METAL SCREEN


8 SHADOWBOX


9 MURAL

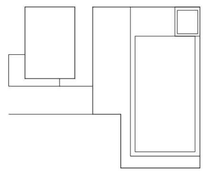

10 METAL STAIR

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LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

SALT
423 Gin Ling Way
Los Angeles, CA 90012
Tel 213.234.0057

△	Date	Description
6	05/31/2019	ENTITLEMENT SET
7	10/02/2019	ENTITLEMENT SET
8	04/07/2020	ENTITLEMENT SET
9	03/04/2022	ENTITLEMENT SET
10	03/16/2022	ENTITLEMENT SET

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
401 S Hewitt

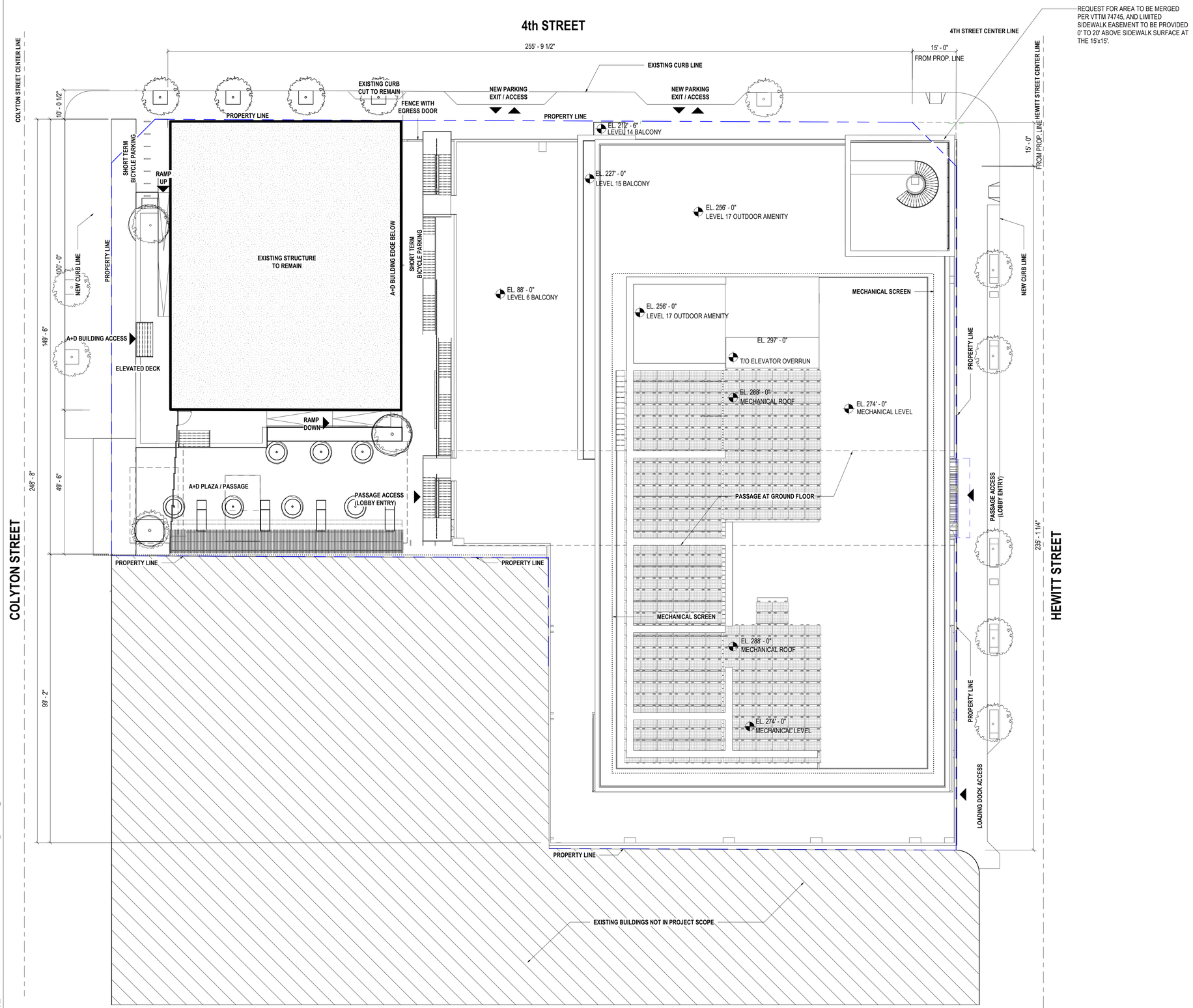
Project Number
05.1291.000

Description
NORTH ELEVATION

Scale
1/16" = 1'-0"

A0.104

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REQUEST FOR AREA TO BE MERGED PER VTTM 74745, AND LIMITED SIDEWALK EASEMENT TO BE PROVIDED 0' TO 20' ABOVE SIDEWALK SURFACE AT THE 15'x15'.

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

SHEET NOTES

LOT COVERAGE

LOT AREA	57,325 SF	- 100%
BUILDING AREA	48,700 SF	- 85%
HARDSCAPE AREA	6,810 SF	- 12%
LANDSCAPE AREA	1,815 SF	- 3%

SET BACK

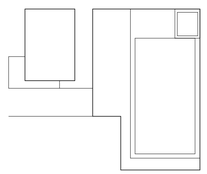
ALL SET BACKS FROM PROPERTY LINE TO BE EQUAL

SECTION 3202 ENCROACHMENTS

SECTION 3202.3.2
WHERE THE VERTICAL CLEARANCE ABOVE GRADE TO PROJECTING WINDOWS, BALCONIES, ARCHITECTURAL FEATURES OR MECHANICAL EQUIPMENT IS MORE THAN 8 FEET, 1 INCH OF CLEARANCE ABOVE 8 FEET, BUT THE MAXIMUM ENCROACHMENT SHALL BE 4 FEET.

GENERAL NOTES

KEY PLAN



LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

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277 S. Lake Street
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Tel 213.223.1400

SALT
423 Gin Ling Way
Los Angeles, CA 90012
Tel 213.234.0057

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2	07/14/2017	ENTITLEMENT SET
3	10/25/2017	ENTITLEMENT SET
4	11/21/2018	EIR SET
6	05/31/2019	ENTITLEMENT SET
7	10/02/2019	ENTITLEMENT SET
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Seal / Signature

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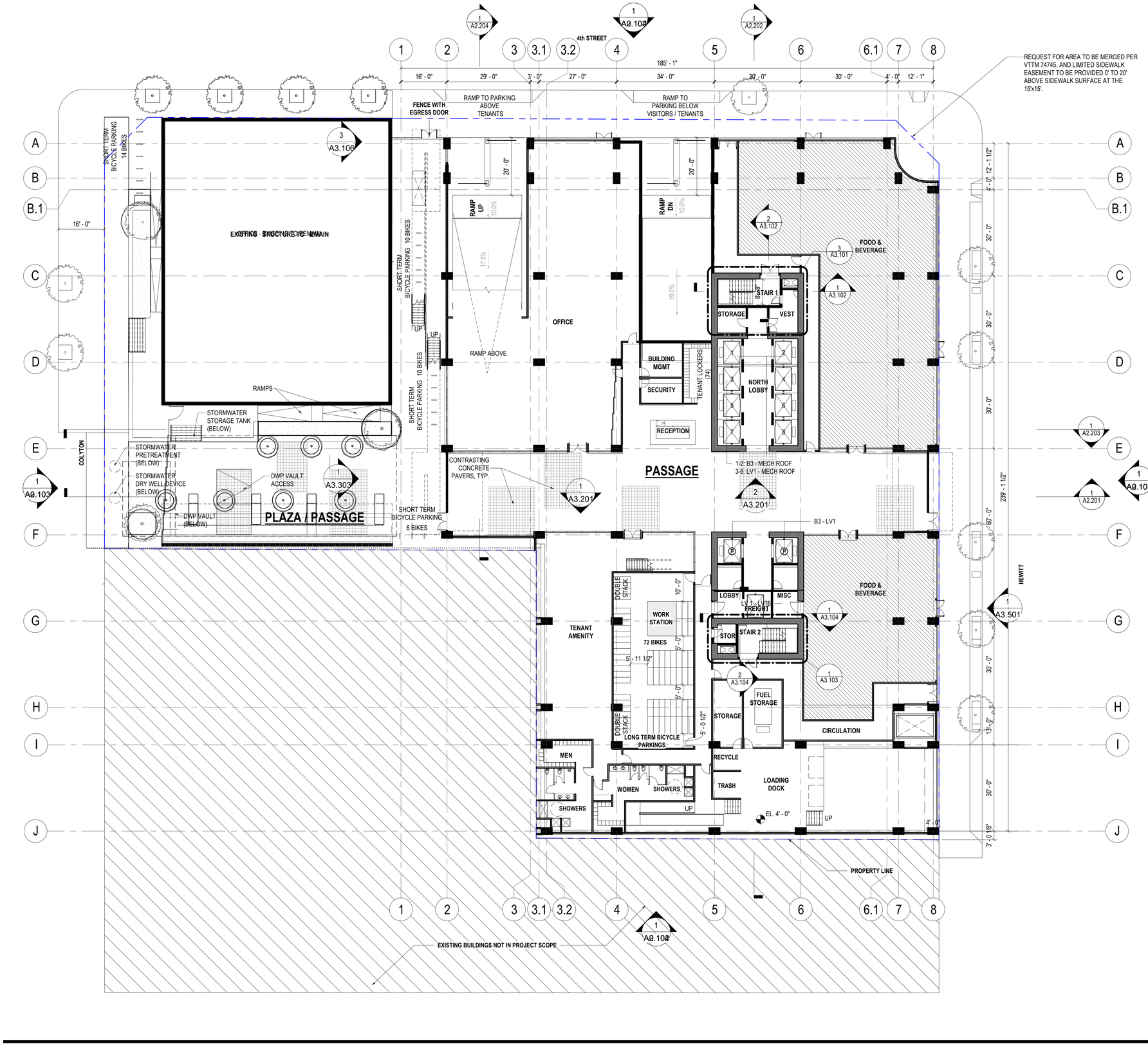
Description
PLOT PLAN

Scale
1/16" = 1'-0" Ref North

A1.200

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SHEET NOTES

CUB Note

Possible F&B Area *

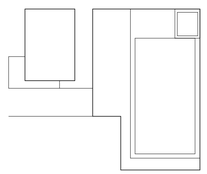
* PURSUANT TO LAMC SECTION 12.24.W1, APPLICANT REQUESTS A MASTER CONDITIONAL USE APPROVAL TO PERMIT THE SALE AND DISPENSING OF A FULL LINE OF ALCOHOLIC BEVERAGES FOR ON-SITE CONSUMPTION FOR UP TO 6 ESTABLISHMENTS, FOR A TOTAL OF UP TO 15,949 SQUARE FEET (INCLUDES 8,149 SQUARE FEET OF F&B SPACE PLUS 7,800 SQUARE FEET OF THE EXISTING STRUCTURE TO REMAIN).

SECTION 3202 ENCROACHMENTS

SECTION 3202.3.2
WHERE THE VERTICAL CLEARANCE ABOVE GRADE TO PROJECTING WINDOWS, BALCONIES, ARCHITECTURAL FEATURES OR MECHANICAL EQUIPMENT IS MORE THAN 8 FEET, 1 INCH OF CLEARANCE ABOVE 8 FEET, BUT THE MAXIMUM ENCROACHMENT SHALL BE 4 FEET.

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LEGENDARY INVESTORS GROUP, LLC
401 S. Hewitt, Los Angeles, CA 90013

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
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277 S. Lake Street
Burbank, CA 91502
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Seal / Signature

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Project Name
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Project Number
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Description
PLAN - OVERALL - GROUND FLOOR

Scale
1/16" = 1'-0"

A1.201

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GENERAL LANDSCAPE NOTES

ALL EXISTING GRADING, CURB LAYOUT, EASEMENTS AND UTILITIES ARE BASED ON SURVEY INFORMATION PROVIDED BY ARCHITECT, AND ARE SHOWN FOR INFORMATION ONLY.

REFER TO CIVIL DRAWINGS FOR PROPOSED UTILITIES. NOTIFY ARCHITECT OF ANY DISCREPANCIES. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES ABOVE AND BELOW GRADE PRIOR TO CONSTRUCTION.

ALL ARCHITECTURAL ELEMENTS ARE SHOWN ON LANDSCAPE PLANS FOR REFERENCE ONLY. REFER TO ARCHITECTURAL DRAWINGS PREPARED BY GENSLER FOR ACTUAL ARCHITECTURAL INFORMATION. NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.

WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.

ALL LAYOUT DIMENSIONS ARE FROM PLAN VIEW CALCULATIONS. FIELD DIMENSIONS MAY VARY FROM PLAN DUE TO ACTUAL LENGTHS ALONG SLOPED SURFACES.

ALL LAYOUT DIMENSIONS ARE BACK OF CURB, FACE OF WALL AND/OR FACE OF BUILDING UNLESS OTHERWISE NOTED.

DIMENSIONS MARKED "VERIFY" ARE TO BE FIELD MEASURED. ANY DISCREPANCIES FROM THE NOTED DIMENSIONS ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO CONTINUING WORK.

COORDINATE PROPOSED WALKS AND RAMPS WITH EXISTING CONDITIONS. LAYOUT OF ARCS TO BE SMOOTH AND CONTINUOUS. STAKE PROPOSED WALKS AND REVIEW IN FIELD WITH ARCHITECT PRIOR TO FORMING.

ALL DETACHED WALKS SHALL BE CONSTRUCTED PARALLEL TO EXISTING CURB AND GUTTER UNLESS OTHERWISE NOTED.

LIMIT OF WORK LINE FOR CONSTRUCTION IS SHOWN DIAGRAMMATICALLY AND OCCURS AT BACK OF CURB, EDGE OF ROAD, FACE OF BUILDING OR PROPERTY LINE UNLESS OTHERWISE NOTED.

DRAWING AND PLAN NOTES REPRESENT FINISHED, BUILT CONDITIONS. ALL BRACING, TEMPORARY SUPPORTS AND SHORING NECESSARY FOR CONSTRUCTION ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

ALL SYMBOLS ARE SHOWN DIAGRAMMATICALLY ILLUSTRATING APPROXIMATE LOCATION OF EXISTING AND PROPOSED MATERIALS. ANY DISCREPANCIES OR CONFLICTS BETWEEN EXISTING AND PROPOSED CONDITIONS SHALL BE REPORTED TO THE ARCHITECT PRIOR TO CONSTRUCTION.

REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION PERTAINING TO THE PROJECT MATERIALS, PROCEDURE AND INSTALLATION.

GENERAL GRADING NOTES

MAXIMUM SLOPES IN LANDSCAPE AREAS SHALL NOT EXCEED 3:1 AND MINIMUM SLOPES IN LANDSCAPE AREAS SHALL BE 2% UNLESS OTHERWISE NOTED ON THE DRAWINGS.

MAXIMUM CROSS SLOPE ON ALL CONCRETE WALKS SHALL NOT EXCEED 2%; MAXIMUM SLOPE ALONG LENGTH OF WALKS SHALL NOT EXCEED 4.99%, UNLESS OTHERWISE NOTED.

PROVIDE SMOOTH, CONTINUOUS TRANSITIONS BETWEEN SLOPES UNLESS OTHERWISE NOTED OR INDICATED ON THE DRAWINGS.

FINAL GRADING TO BE FIELD REVIEWED AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO SEEDING, SODDING, OR PLANTING.

CONTRACTOR TO GRADE AND REPAIR ALL DISTURBED AREAS IN ORDER TO CREATE A SMOOTH TRANSITION FROM NEW GRADE TO EXISTING GRADE, INCLUDING HARDSCAPE AND SOFTSCAPE AREAS. NOTIFY ARCHITECT OF ANY CONFLICTS.



LANDSCAPE ABBREVIATIONS

AD	AREA DRAIN	EW	EACH WAY	NTS	NOT TO SCALE	SPECS	SPECIFICATIONS
APPROX	APPROXIMATE	EXIST	EXISTING	OC	ON CENTER(S)	SQ	SQUARE
ARCH	ARCHITECT	EXP	EXPOSED	OD	OUTSIDE DIAMETER	SS	STAINLESS STEEL
AVG	AVERAGE	EXT	EXTERIOR	OPP	OPPOSITE	STA	STATION
B&B	BALLED & BURLAPPED	FC	FACE OF CURB	PA	PLANTING AREA	STD	STANDARD
BF	BOTTOM OF FOOTING	FG	FINISH GRADE	PC	PLUMBING CONTRACTOR	STL	STEEL
BLDG	BUILDING	FL	FLOW LINE	PED	PEDESTRIAN	STR	STRUCTURAL
BM	BENCHMARK	FOS	FACE OF STEP	PERF	PERFORATE(D)	TC	TOP OF CURB
BOC	BACK OF CURB	FOW	FACE OF WALL	PI	POINT OF INTERSECTION	TF	TOP OF FOOTING
BOS	BOTTOM OF SLOPE/RAMP BEARING	FP	FIRE PROTECTION	PL	PROPERTY LINE	THK	THICK
BS	BOTTOM OF STEP/STAIR	FS	FINISHED SURFACE	POB	POINT OF BEGINNING	TLF	TOP OF LIGHT FOOTING
BW	BOTTOM OF WALL	FT	FOOT (FEET)	POC	POINT OF CONNECTION	TOPO	TOPOGRAPHY
CAL	CALIPER	FTG	FOOTING	PRV	PRESSURE REDUCING VALVE	TOS	TOP OF SLOPE
CB	CATCH BASIN	GA	GAUGE	PSF	POUNDS PER SQUARE FOOT	TS	TOP OF STEP
CF	CUBIC FEET	GALV	GALVANIZED	PSI	POUNDS PER SQUARE INCH	TR	TOP OF RAMP
CIP	CAST-IN-PLACE	GB	GRADE BREAK	PT	POINT OF TANGENCY	TRANS	TRANSFORMER
CJ	CONTROL JOINT	GC	GENERAL CONTRACTOR	PVC	POLYVINYL CHLORIDE	TW	TOP OF WALL
CL	CENTERLINE	GPM	GALLON PER MINUTE	PVMT	PAVEMENT	TYP	TYPICAL
CLR	CLEAR(ANCE)	HORIZ	HORIZONTAL	PVR	PAVER(S)	VAR	VARIES
CO	CLEAN OUT	HP	HIGH POINT	QTY	QUANTITY	VERT	VERTICAL
COL	COLUMN	HT	HEIGHT	R	RADIUS	VOL	VOLUME
CONC	CONCRETE	ID	INSIDE DIAMETER	RD	ROOF DRAIN	W/	WITH
CONT	CONTINUOUS	IN	INCHES	RE	REFERENCE	W/O	WITHOUT
CU	CUBIC	INV	INVERT ELEVATION	REINF	REINFORCE(D), (ING)	WP	WATERPROOFING
DEG	DEGREE	JT	JOINT	REQ'D	REQUIRED	WT	WEIGHT
DEMO	DEMOLISH, DEMOLITION DRAIN INLET	LP	LOW POINT	REV	REVISION(S), REVISED	WWF	WELDED WIRE FABRIC
DIA	DIAMETER	LS	LANDSCAPE STRUCTURAL	RIM	RIM ELEVATION	YD	YARD
DIM	DIMENSION	MAX	MAXIMUM	ROW	RIGHT-OF-WAY		
DN	DOWN	MH	MANHOLE	SAN	SANITARY		
DP	DRAIN PANEL	MIN	MINIMUM	SCH	SCHEDULE		
DTL	DETAIL	MISC	MISCELLANEOUS	SD	STORM DRAIN		
DWG	DRAWING	MTD	MOUNTED	SEC	SECTION		
EA	EACH	MTL	METAL	SF	SQUARE FOOT		
EJ	EXPANSION JOINT	NA	NOT APPLICABLE	SHT	SHEET		
ELV	ELEVATION	NIC	NOT IN CONTRACT	SIM	SIMILAR		
EQ	EQUAL	NOM	NOMINAL	SM	STORMWATER MANAGEMENT		

LANDSCAPE SYMBOL KEY

DETAIL MARKER — 01 / L-100

EXTERIOR ELEVATION MARKER — 01 / L-100

SECTION MARKER — 01 / L-100

REVISION NUMBER — 01

DRAWING TITLE — X / L-XXX IDENTIFICATION, SCALE: XXXX=XX'-XX"

LAYOUT POINT

LAYOUT POINT

TREE GRATE

SPOT ELEVATION — 76.42'

DATUM ELEVATION — 76.42' COMMENT

TOP OF MULCH ELEVATION — + 76.42'

GRADE SLOPE DOWN — X%

MATCH EXISTING SURFACE WITH PROPOSED

ALIGN

DIAMETER

NORTH ARROW

ADA BOLLARD

ASH RECEPTACLE

BIKE RACK

BIKE REPAIR STATION

CAMPUS BLUE PHONE

DOOR

PLANTER DRAIN

EXISTING & PROPOSED SITE UTILITY COVERS

IRRIGATION VALVE BOX

SITE ELECTRIC BOX

PEDESTRIAN LIGHT POLES

PEDESTRIAN LIGHT POLES

LEGENDARY INVESTORS GROUP, LLC

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

SALT Landscape Architects
423 Gin Lin Way
Los Angeles, CA 90012
Tel 213.234.0057

△ Date	Description
2019 NOV20	ENTITLEMENT SET UPDATE
2022 MAR 16	ENTITLEMENT SET

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401 S Hewitt

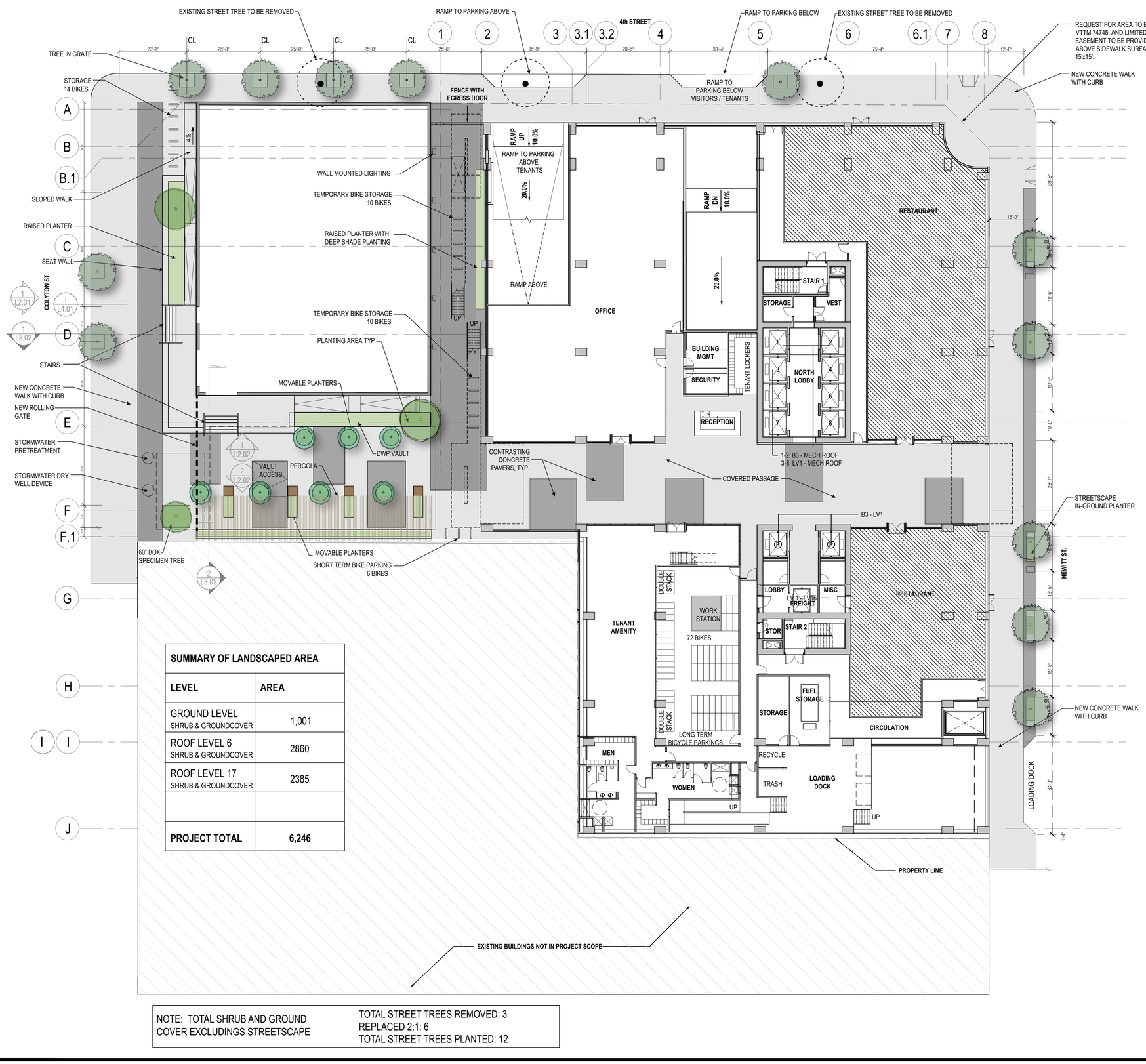
Project Number
05.1291.000

Description
LANDSCAPE NOTES, SYMBOLS AND ABBREVIATIONS

Scale
NOT TO SCALE

L0.01

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SUMMARY OF LANDSCAPED AREA	
LEVEL	**AREA**
GROUND LEVEL SHRUB & GROUNDCOVER	1,001
ROOF LEVEL 6 SHRUB & GROUNDCOVER	2860
ROOF LEVEL 17 SHRUB & GROUNDCOVER	2385
PROJECT TOTAL	**6,246**

NOTE: TOTAL SHRUB AND GROUND COVER EXCLUDINGS STREETSCAPE

TOTAL STREET TREES REMOVED: 3
REPLACED 2:1: 6
TOTAL STREET TREES PLANTED: 12

MATERIALS AND PLANTING LEGEND

- CONCRETE PAVER
- PLANTING AREA
- CIP CONC. PAVING W/ SAWCUT PATTERN
- MOVEABLE PLANTERS
- 36" BOX STREET TREE
  SPECIES - Afrocarpus gracilior
  Fern pine
  TOTAL: 12
- 60" BOX SPECIMEN TREE
  SPECIES - Cercis occidentalis
  Western Redbud
  TOTAL: 3

LEGENDARY INVESTORS GROUP, LLC

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
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ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

PSOMAS
555 Flower St., Suite 4300
Los Angeles, CA 90071
Tel 213.223.1400

agenceter PAYSAGISTES URBANISTES
803 Broadway, Suite 600
Los Angeles, CA 90014
Tel 213.328.7489

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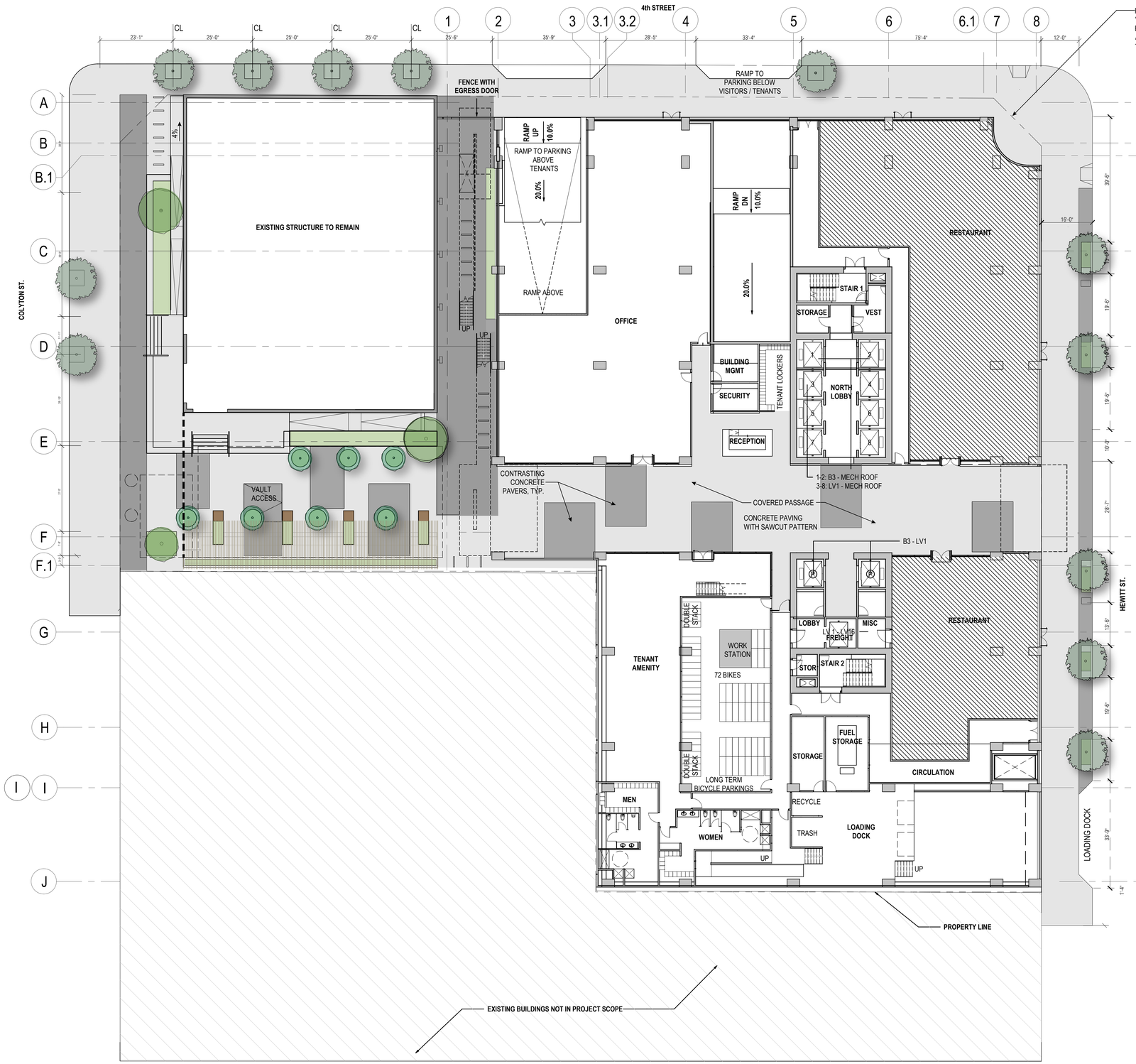
Project Number
05.1291.000

Description
LANDSCAPE SITE PLAN

Scale
1/16" = 1'-0"

L1.01

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STREETSCAPE PLANTING



Fern pine — *Afrocarpus gracilior* — *36" box*



Fortnight Lily — *Dietes bicolor*

GROUND LEVEL PLANTING



Western Redbud — *Cercis occidentalis*





Creeping mountain lilac — *Ceanothus 'Joyce Coulter'*



Carmel Sur manzanita — *Arctostaphylos 'Carmel Sur'*



Island alum root — *Heuchera maxima*



Agave species — *Agave spp.*



Platinum Beauty Lomandra — *Lomandra longifolia 'Plantinum beauty'*

MATERIALS AND PLANTING LEGEND

- CONCRETE PAVER
- PLANTING AREA
- CIP CONC. PAVING W/ SAWCUT PATTERN
- MOVEABLE PLANTERS
- 36" BOX STREET TREE
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500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

ARC engineering
277 S. Lake Street
Burbank, CA 91502
Tel 818.508.6300
Fax 818.508.7050

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Los Angeles, CA 90071
Tel 213.223.1400

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423 Gin Lin Way
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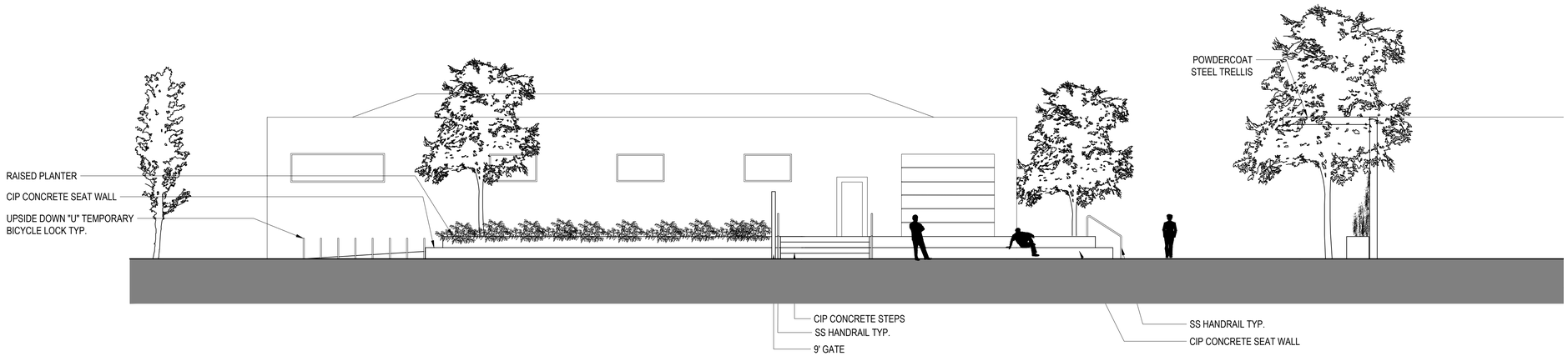
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Description
LANDSCAPE MATERIALS & PLANTING PLAN

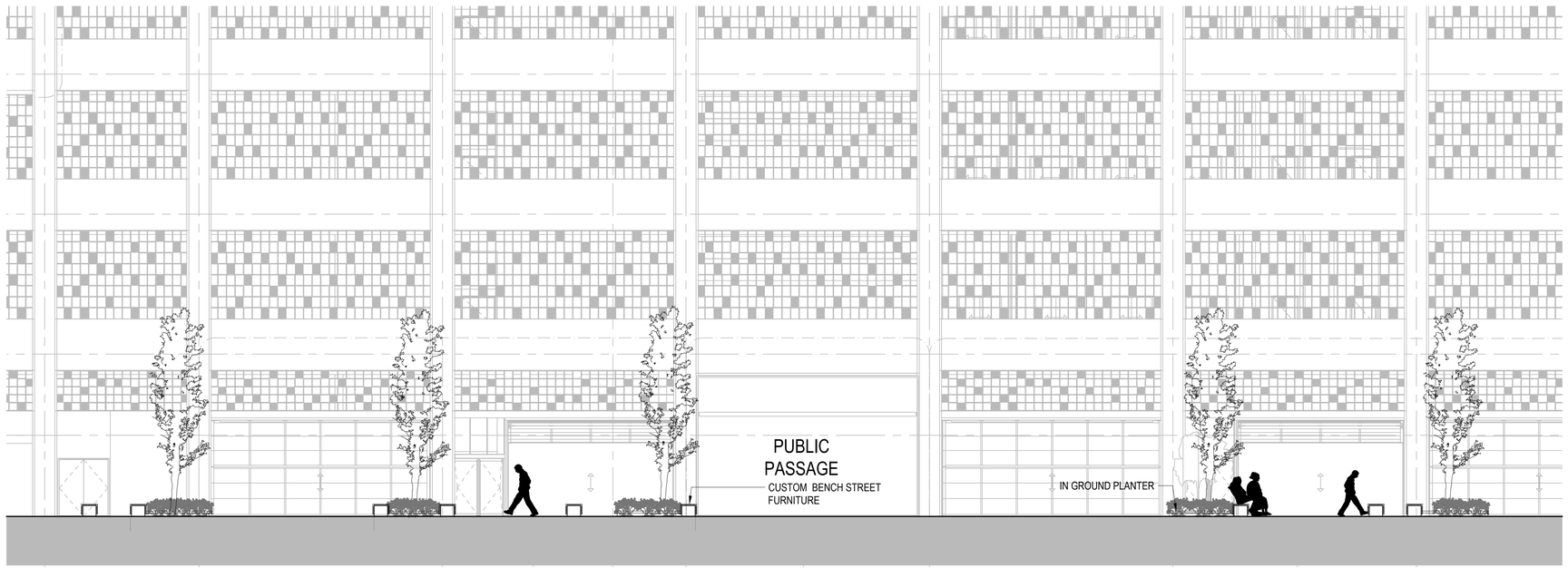
Scale
1/16" = 1'-0"

L1.02

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1 L2.01 SITE ELEVATION WEST



2 L2.01 SITE ELEVATION EAST

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Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

WALTER P MOORE
707 Wilshire Blvd., Suite 2100
Los Angeles, CA 90017
Tel 213.292.6500
Fax 213.292.6600

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277 S. Lake Street
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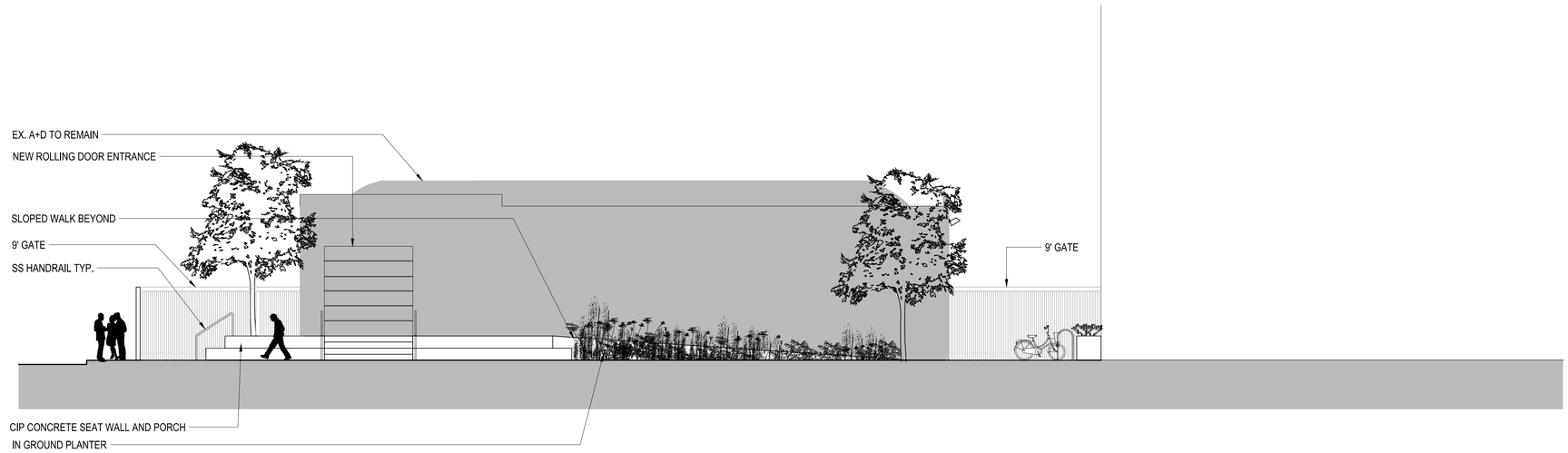
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Description
SITE SECTIONS

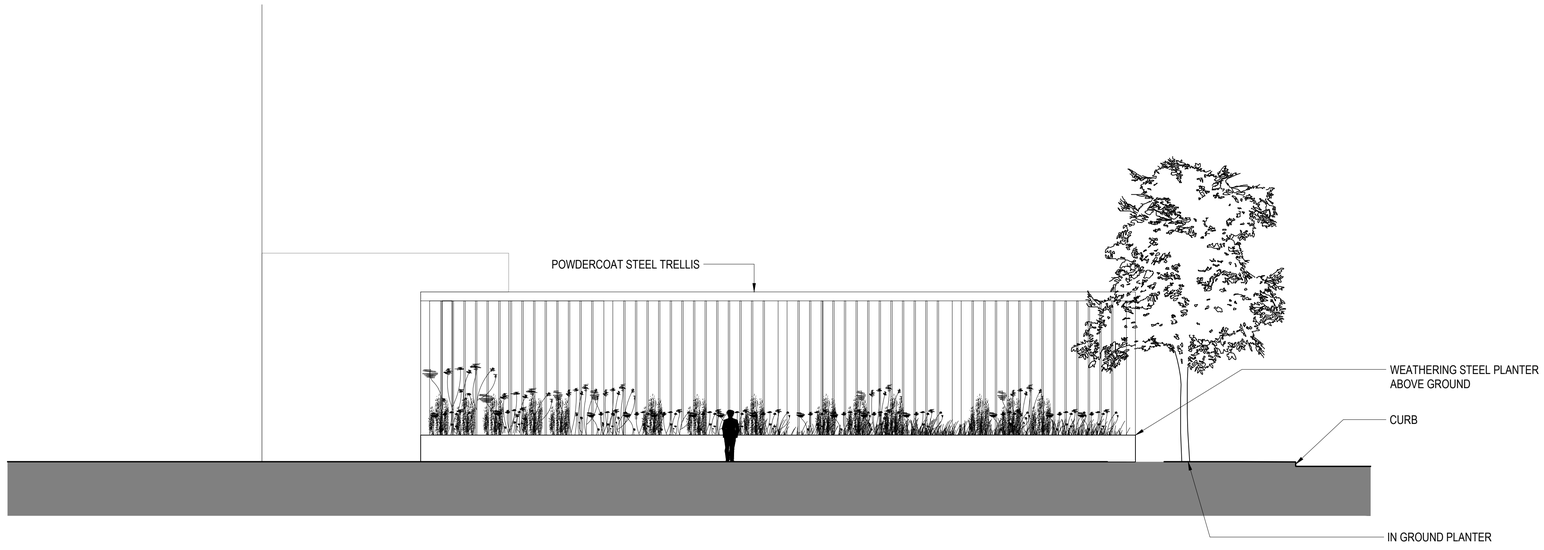
Scale
1/8" = 1'-0"

L2.01

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1 L2.02 SITE ELEVATION NORTH



2 L2.02 SITE ELEVATION SOUTH

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Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

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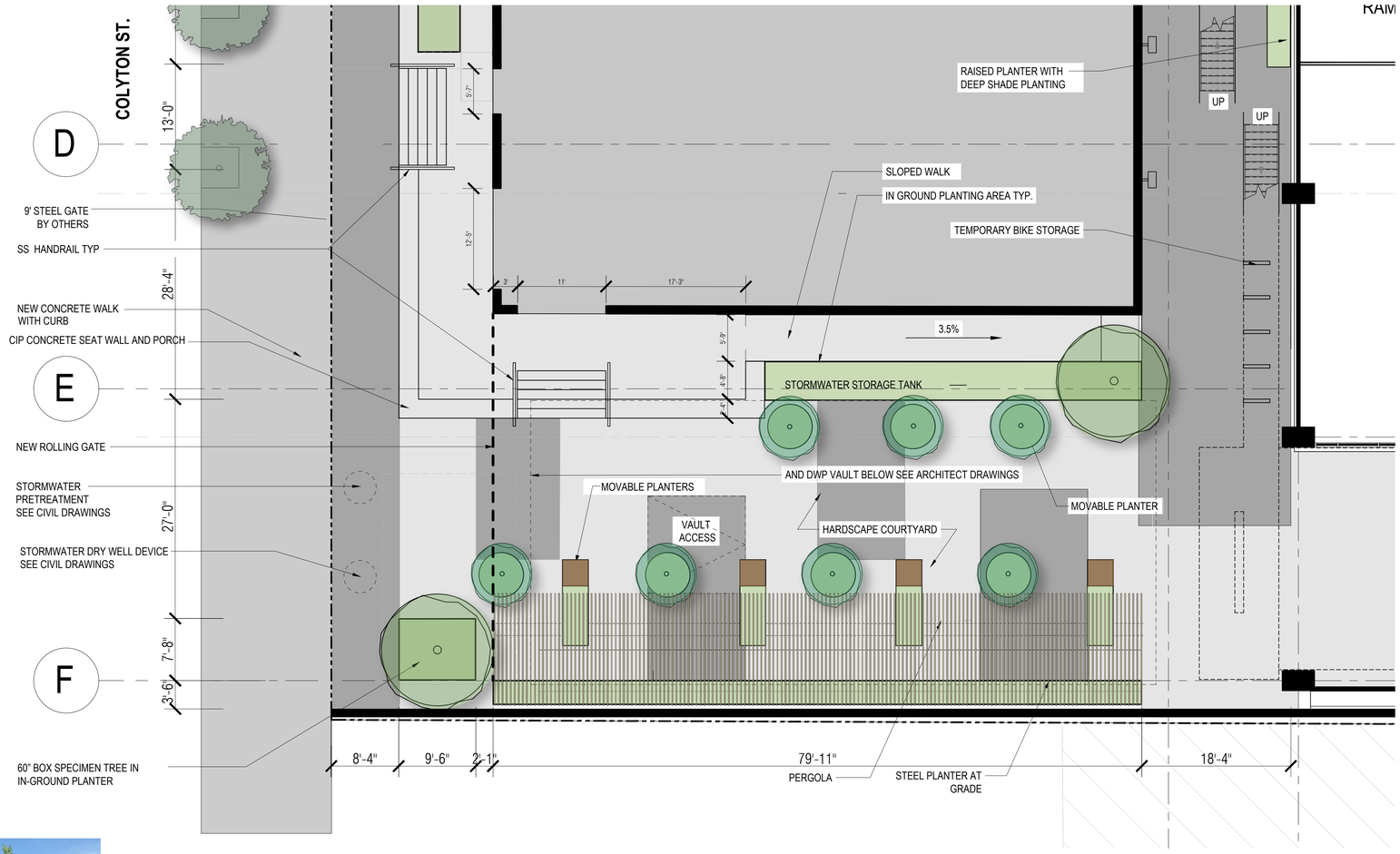
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Description
SITE ELEVATIONS

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L2.02

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GROUND LEVEL PLANTING



Western Redbud
Cercis occidentalis





Creeping mountain lilac
Ceanothus 'Joyce Coulter'



Carmel Sur manzanita
Arctostaphylos 'Carmel Sur'



Island alum root
Heuchera maxima



Agave species
Agave spp.



Platinum Beauty Lomandra
Lomandra longifolia 'Plantinum beauty'

MATERIALS AND PLANTING LEGEND

- CONCRETE PAVER
- PLANTING AREA
- CIP CONC. PAVING W/ SAWCUT PATTERN
- MOVEABLE PLANTERS
- 36" BOX STREET TREE
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  Fern pine
  TOTAL: 12
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  Western Redbud
  TOTAL: 3

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423 Gin Lin Way
Los Angeles, CA 90012
Tel 213.234.0057

△ Date	Description
2019 NOV20	ENTITLEMENT SET UPDATE
2022 MAR 16	ENTITLEMENT SET

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
401 S Hewitt

Project Number
05.1291.000

Description
COURTYARD PLAN ENLARGEMENT

Scale
1/8" = 1'-0"

L4.01

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CHRISTINE LAZZARETTO
MANAGING PRINCIPAL

Years of Experience: 17

Education

Master of Heritage Conservation
University of Southern California

Bachelor of Arts, Art History
Pennsylvania State University

Professional Affiliations

Board of Trustees, California Preservation Foundation

Founding Vice-President, Docomomo Southern California

Docomomo_US

Los Angeles Conservancy

National Trust for Historic Preservation

Experience Profile

Christine Lazzaretto is an Architectural Historian with 15 years of experience in historic preservation in Southern California. Christine joined Historic Resources Group in 2008 and became Managing Principal in 2018. At HRG, Christine works on environmental review, policy development, historic resources surveys, historic context statements, and federal tax credit projects. She has worked on numerous large-scale historic resources surveys, authored a wide range of historic context statements and successful National Register nominations. Her deep understanding of CEQA principles, significance, context and environmental impacts make her a leading expert in cultural resources analysis for environmental review. Christine also manages teams of professional colleagues on large-scale planning efforts.

Selected projects include: Citywide surveys for Beverly Hills, Los Angeles, Modernism in Riverside; Context Statements for City of Pasadena Recent Past, Paso Robles, San Luis Obispo, Beverly Hills, South Pasadena; City of Long Beach Historic Preservation Element; National Register nomination for the University of Southern California; Forum historic tax credit project; Master Plan for University of Southern California.

Prior to joining HRG, Christine worked at Pasadena Heritage as Preservation Director and Program Director, where her responsibilities included administering the Preservation Easement Program; assisting with advocacy efforts; attending local hearings and advising neighborhood groups on preservation issues; conceiving, organizing and implementing all of the organization's highly successful educational tours and programs.

Christine serves on the Board of Trustees of the California Preservation Foundation; she is the Vice-President of the Southern California chapter of Docomomo_US; and she is a lecturer in the University of Southern California Heritage Conservation summer program.

Christine Lazzaretto meets the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History.

Selected Project Experience

City of Palm Springs Citywide Survey
City of Santa Monica Citywide Survey Update
Forum Rehabilitation and Historic Tax Credit Project
South Glendale Survey
SurveyLA, City of Los Angeles Citywide Survey
University of Southern California Consulting Services

KARI MICHELE FOWLER
SENIOR PRESERVATION PLANNER

Years of Experience: 19

Education

Master of Arts in Urban Planning
University of California, Los Angeles

Bachelor of Arts in English, Magna cum Laude Latin Honors University of California, Los Angeles

Professional Affiliations

American Planning Association

Los Angeles Conservancy

California Preservation Foundation

National Trust for Historic Preservation

Docomomo

Experience Profile

Kari Michele Fowler has been working in historic preservation planning since interning with HRG during her studies at UCLA in 2001, and has been working in the field and with the firm for 17 years. At HRG, Kari's responsibilities include supervising and conducting historic resources surveys, including survey methodologies, fieldwork, data management and analysis, historical research. She specializes in historic context statements and generating environmental documents relating to historic resources, including CEQA, NEPA, and Section 106 Review. Kari has evaluated and documented historic resources at the national, state, and local levels, including the preparation of National Historic Landmark nominations, National Register nominations and determinations of eligibility, and local designation applications.

Kari has managed several large-scale historic resources surveys throughout California, including in the cities of Ventura, San Clemente, Paso Robles, Temple City, Santa Monica, and San Diego. Most notably, she served as HRG's Project Manager for SurveyLA, Los Angeles' citywide historic resources survey, from 2009 to 2018. She drafted the Multi-Family Residential Sub-Context for the SurveyLA Historic Context Statement. Her work on historic resources surveys and historic context statements has won awards from the Los Angeles Conservancy, the California Preservation Foundation, and the American Planning Association.

Kari Michele Fowler meets the *Secretary of the Interior's Professional Qualifications Standards* in Historic Preservation Planning and History.

Selected Project Experience

SurveyLA, City of Los Angeles Citywide Survey
City of Santa Monica Citywide Survey Update
Compton High School Historic Assessment
Santa Monica High School Historic Resources Technical Report
Reseda Theater Historic Assessment
Multi-Family Residential Historic Sub-Context Statement, SurveyLA
Chinese American Historic Context Statement, SurveyLA
Mission Hills Bowl Historic Assessment