II. Project Description

II. Project Description

1. Introduction

The Buena Vista Project (Project) proposes a mixed-use development consisting of 986 residential units including 200 affordable units; 15,000 square feet of retail uses; 23,800 square feet of restaurant uses; and 116,610 square feet of outdoor trellis/overhang areas (circulation and balconies) on an approximately 8.08-acre site within the Central City North Community Plan area of the City of Los Angeles (City).[1,2] In total, the Project would include up to approximately 1,245,536 square feet of floor area on a 342,678 square foot Project Site, resulting in a floor area ratio (FAR) of 3.63:1. The Project would include a total of 132,949 square feet of open space within the Project Site of which 45,377 square feet would be publicly accessible, privately operated and maintained. The proposed uses would be contained within buildings ranging in height from three stories to 26 stories. Maximum excavation would be 51 feet below grade, with a total of 237,364 cubic yards of export and 28,378 cubic yards of import. The Project would include the demolition of 14,932 square feet of existing uses including an auto repair building and the rear addition of an encroaching off-site restaurant.[3]

2. Project Location and Setting

a. Project Location

The Project Site is located at 1251 North Spring Street and 1030–1380 North Broadway within the Central City North Community Plan of the City. As shown in Figure II-1 on page II-2, the Los Angeles County Metropolitan Transportation Authority (Metro) A Line

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[1] *The Los Angeles Department of Building and Safety may count the Project Site's approximately 116,610 square feet of outdoor trellis/overhang areas (circulation and balconies) as floor area. As such, these areas have been included in the total floor area for the Project.*

[2] *The Project Site is currently comprised of 8.08 acres. The Project involves the dedication of a three-foot-wide strip along North Broadway to the City resulting in a net acreage of 7.87 acres.*

[3] *Since the issuance of the Notice of Preparation (NOP) for the Project, structures associated with Metro operations on the South Parcel have been removed. These includes an approximately 48 square-foot guard house and 4,920 square-foot modular office. The existing buildings to be removed as a result of the Project are now limited to a 12,800 square-foot auto repair building and 2,132 square-foot addition to the rear of an existing off-site encroaching restaurant (the Golden Dragon Restaurant). No existing buildings are located on the North Parcel.*

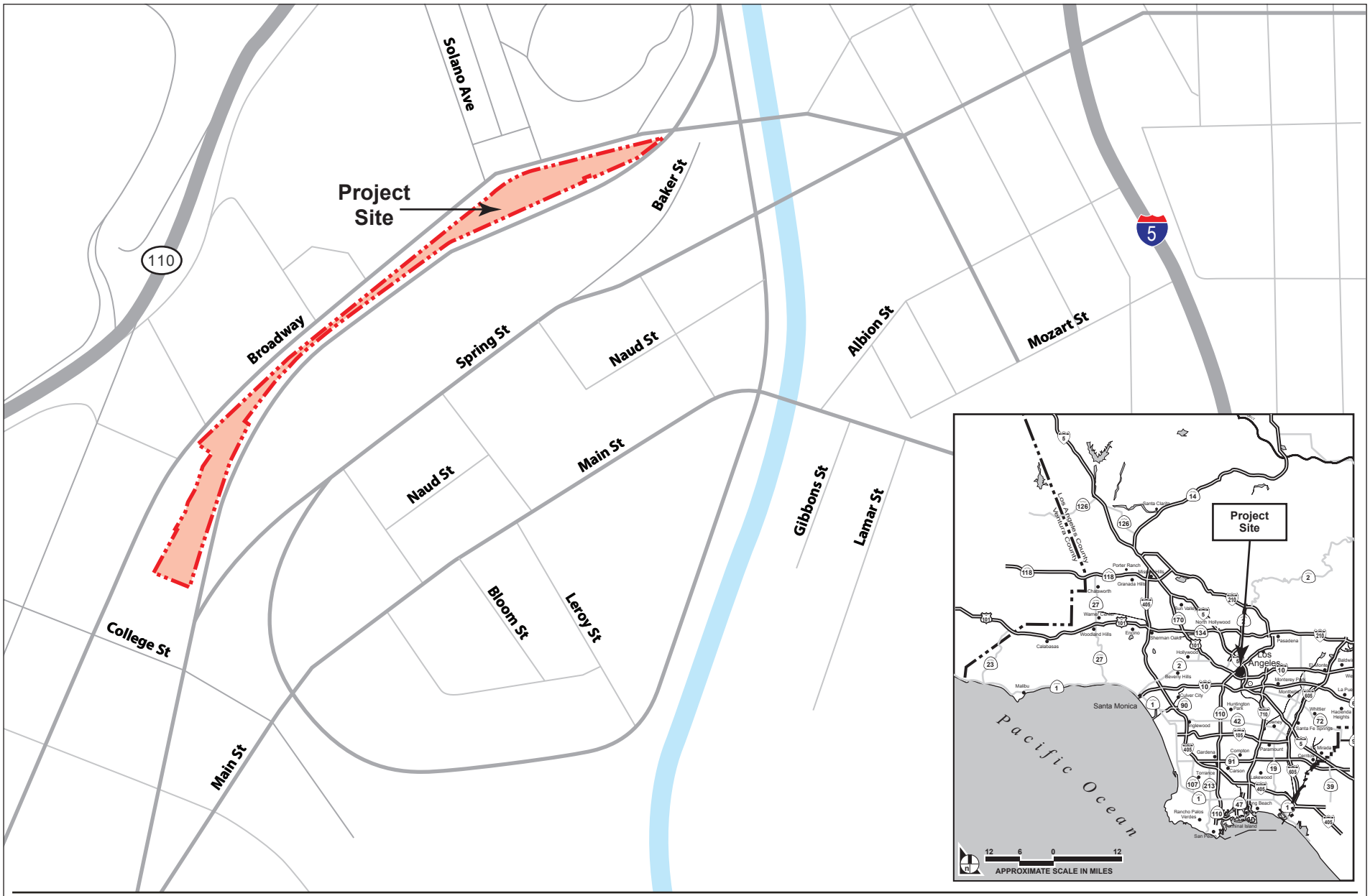

Figure II-1
Project Location Map

Source: Eyestone Environmental, 2024.

tracks and the Los Angeles State Historic Park are located generally to the southeast, and North Broadway is located generally to the northwest from the Project Site. The western portion of the South Parcel is located behind existing commercial uses that front North Broadway. The Project Site has a curvilinear shape, with Bishops Road and Savoy Street located across North Broadway near the center of the Project Site.

Local access to the Project Site is provided by North Broadway and North Spring Street via an access easement. Regional access to the Project Site is provided by the Harbor Freeway (State Route 110) and the Golden State Freeway (Interstate 5). State Route 110 is located between 0.13 and 0.35 miles northwest of the Project Site depending upon the specific location within the Project Site. Interstate 5 (I-5) is located approximately 0.45 miles to the east of the Project Site. The Project Site is served by a variety of public transit options provided by Metro, Los Angeles Department of Transportation (LADOT), Santa Clarita Transit, Antelope Valley Transit Authority, and Torrance Transit. The Project Site is also served by the Metro A Line Chinatown Station, located approximately 400 feet south of the Project Site, and Union Station, located approximately 0.6 miles southeast of the Project Site.

b. Surrounding Land Uses

As shown on Figure II-2 on page II-4, the Project Site is located within an urbanized area and includes a mix of land uses located north of downtown Los Angeles within the vicinity of Chinatown neighborhood. The Project Site is adjacent to the Metro A Line tracks to the southeast. The South Parcel is located 400 feet north of the Metro A Line Chinatown Station. The Los Angeles State Historic Park (formerly Cornfield Park) contains 32 acres of active and passive open spaces and recreational amenities, located to the southeast of the Metro A Line tracks.[4] The Capitol Milling Company is located south of the Project Site and includes retail uses, restaurants, and offices. Various industrial, commercial, and warehouse uses, are located along the southeastern side of North Spring Street and along Baker Street. A channelized portion of the Los Angeles River is located approximately 575 feet east of the of the northeastern most portion of the Project Site. The South Parcel is largely located behind Mandarin Plaza commercial center, which includes one- and two-story commercial buildings and a two-level parking structure located along the frontage of North Broadway. Northwest of the Project Site, across North Broadway are various commercial uses, a high school, religious centers, surface parking lots, multi-family residences, and vacant lots. In addition, located across North Broadway is the approximately 600-acre Elysian Park, Radio Hill Gardens, and the Solano Canyon residential neighborhood, which includes single- and multi-family homes. Dodger Stadium is also located approximately 0.45 miles to the northwest of the Project Site.

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[4] *California State Parks, Los Angeles State Historic Park General Plan and Final Environmental Impact Report, June 10, 2005, p. 3.*



Figure II-2
Aerial Photograph of the Project Site and Vicinity

Source: Eyestone Environmental, 2025.

3. Existing Project Site Conditions

The Project Site is comprised of approximately 8.08 acres and is partially developed, with portions of the Project Site currently used transportation operations and maintenance-related facilities, bus parking and construction staging.[5] The Project Site's topography consists of a south-facing vegetated sloped area that spans from the North Parcel to the South Parcel until reaching the vicinity of Mandarin Plaza, at which point the South Parcel becomes mostly paved. The sloped area faces towards the Metro A Line tracks and the Los Angeles State Historic Park and consists mainly of bare ground with limited vegetation, containing remnants of concrete foundations/footings, and retaining walls. Chain link fencing is located along the perimeter of the Project Site between North Broadway and the Metro A Line tracks. The Project Site includes 20 existing on-site trees consisting of Canary Island date palm (*Phoenix canariensis*), Mexican fan palm (*Washingtonia robusta*), and desert fan palm (*Washingtonia filifera*) and three street trees consisting of jacaranda trees (*jacaranda mimosafolia*), none of which are protected under the City's Protected Tree and Shrubs Ordinance No. 186,873.[6] Further, the Project Site has 13 static billboard structures along North Broadway including 3 billboards on the South Parcel and 10 billboards on the North Parcel.

Existing access to the South Parcel is located via a gated driveway on North Broadway across from St. Peter's Italian Catholic Church as well as an existing easement from North Spring Street, which crosses under the elevated Metro A Line tracks at the southeastern corner of the South Parcel.[7] The South Parcel is largely paved and partially developed with structures associated with transportation operations and maintenance-related facilities including an approximately 12,800-square-foot rectangular one-story metal auto repair building located in the southern portion of the South Parcel, with vehicle bays and roll-up doors, as well as a vehicle shelter/wash bay, trash enclosure, paved surface parking areas, paved outdoor storage yard, utility infrastructure, retaining walls, concrete foundations/ footings, and fencing. Additionally, an approximately 2,132-square-foot addition to the rear of an existing off-site restaurant (the Golden Dragon Restaurant) and associated parking that encroaches onto the Project Site is located in the southwestern portion of the South Parcel. As further analyzed in Section IV.G, Hazards and Hazardous Materials, of this Draft EIR, two existing groundwater monitoring wells are located on the South Parcel for ongoing monitoring of the adjacent Union Pacific Railroad Cornfield Site under regulatory oversight by the Los

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[5] *The Project involves the dedication of a three-foot-wide strip along North Broadway to the City resulting in a net acreage of 7.87 acres.*

[6] *The Tree Resource, 2016 Tree Report, 2020 Tree Survey and Update Memorandum, and 2021 Tree Survey Update Memorandum. See Appendix A of this Draft EIR.*

[7] *Access to the South Parcel from North Spring Street is provided via existing access easements (Inst. No. 03-3736225, December 10, 2003, and Inst. No. 03-3736226, December 10, 2003).*

Angeles Regional Water Quality Control Board. An abandoned oil well has also been previously mapped within the South Parcel.

Access to the North Parcel is currently provided via two gated entryways along North Broadway, with one across from Solano Avenue and the other at the northeastern corner of the North Parcel. The North Parcel includes foundation remnants and graded areas, and is generally used for construction staging and bus parking. There are no existing buildings on the North Parcel. As further evaluated in Section IV.G, Hazards and Hazardous Materials, of this Draft EIR, records from CALGEM indicate the presence of two inactive abandoned oil wells on the North Parcel. One inactive oil well has been confirmed on the North Parcel (Southern Pacific Corehole No. 1). Although records indicate the presence of a second abandoned oil well on the North Parcel (Freight Depot No. 1), the precise location of a second well has not yet been confirmed.

a. On-Site Cultural Resources

The Zanja Madre (the "Mother Ditch"), a subsurface brick conduit constructed in 1781, was constructed as an open irrigation ditch which was eventually expanded into a complex network of irrigation ditches that served the growing pueblo, and later City of Los Angeles. A portion of the Zanja Madre is exposed at grade within the Metro A Line property generally across from Bishops Road near the narrowest portion of the Project Site. Through investigations as a part of this Draft EIR, a portion of the Zanja Madre has been identified in the South Parcel of the Project Site and is further discussed in Section IV.C, Cultural Resources of this Draft EIR.

The Cornfield/River Station is designated Historic Cultural Monument No. 82. The Cultural Heritage Board of the City of Los Angeles designated the "River Station Area/ Southern Pacific Railroad" as HCM No. 82 on June 16, 1971. The designated boundary comprises the current sites of the Los Angeles State Historic Park, the Metro A Line right-of-way, and the Project Site, collectively. At the time of designation, the River Station site was said to retain many vestiges of 19th-century railroading. Nevertheless, the Cultural Heritage Board agreed that recognition of the River Station Area would exclude any structures located therein. This fact was noted in 1998 when a City staff report recommended allowing the demolition of a 1958 car and auto repair shop, stating that "the HCM declaration for this property specifically excluded any structures." Moreover, a 1999 preliminary historic assessment noted that the River Station site lacks integrity due to the changes that have occurred since its 1971 HCM No. 82 designation, including the destruction of the Southern Pacific Railroad (SPRR) Office and Freight House A by fire in 1978, and that the historic resource has for all intents and purposes been destroyed.

4. Land Use and Zoning

The Project Site is located within the Central City North Community Plan area. The Project Site is designated as Light Industrial and is zoned as MR2-1 (Restricted Light Industrial). The MR2 zone corresponds to the Project Site's Light Industrial land use designation. The MR2 zone allows for various industrial and manufacturing uses as well as uses permitted under the MR1 zone including commercial manufacturing and limited commercial uses. The "1" in the Project Site's zoning designation refers to the Project Site's location in Height District 1. All uses located in the MR2-1 zone and within Height District 1 are restricted to a maximum FAR of 1.5 times the property's buildable area.[8] Height District 1 does not impose a vertical height limitation on the Project Site.

The City of Los Angeles Department of City Planning updated the Central City North Community Plan and the Central City Community Plan, whose areas together make up Downtown Los Angeles (sometimes known as DTLA), in a combined planning process referred to as the DTLA 2040 Plan, which became effective on January 27, 2025. Since the application for this Project was filed and deemed complete before DTLA 2040 became effective, the provisions of DTLA 2040 do not apply to this Project. As such, the Central City North Community Plan is still the operative land use document for the Project Site, and therefore, DTLA 2040 is not applicable to the Project or Project Site.

The Project Site is listed as a TPA by ZIMAS and the majority of the Project Site is identified by SCAG's 2024–2050 RTP/SCS as a TPA.[9,10] However, a portion of the North Parcel is located farther than one-half mile from the closest major transit stop and more than 10 percent of the residential units in the Project are farther than one-half mile from the major transit stop. Thus, per ZI 2452, the Project does not meet the one-half mile requirement for a TPA project under SB 743. Additionally, a portion of the Project Site is identified as eligible under Assembly Bill 2097, effective January 1, 2023, which prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 0.5 mile of public transit. As described above, the Project Site is well-served by the Metro A Line Chinatown as well as a variety of existing and planned public transit options along Broadway provided by the Metro and LADOT.

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[8] *FAR and height restrictions can be found in LAMC Section 12.21.1 A.1.*

[9] *City of Los Angeles, ZIMAS Parcel Profile Report for the Project, December 13, 2024.*

[10] *SCAG, 2050 Transit Priority Areas (TPAs)—SCAG Region, https://hub.scag.ca.gov/datasets/10edc64279ff4ebeb99a191161416422_0/explore?location=34.060478%2C-118.227490%2C14.77, accessed January 16, 2025.*

The Project Site is also located within the Metro ROW Project Area as defined by the City Zoning Information File No. 1117. Consultation with Metro is required prior to the issuance of any building permit for projects within 100 feet of Metro-owned rail or bus rapid transit (BRT) right-of-way (ROW).[11] The Project would undergo the required Metro review and clearance process. In addition, the Project Site is also located within the boundaries of the Los Angeles State Enterprise Zone.

The Project Site is located within the Santa Monica Mountains Zone (SMMZ) within the City, as specified in Public Resources Code §33105, and mapped by the Santa Monica Mountains Conservancy (SMMC).[12] During environmental review for discretionary projects, the SMMC is considered a CEQA Trustee Agency over natural resources found within the SMMZ boundaries.

5. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines requires that a Project Description in an EIR contain "a statement of the objectives sought by the project." CEQA Guidelines Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to develop a high-quality mixed-use development that provides new multi-family housing, including affordable housing, with commercial and open space uses on an underutilized Project Site. As set forth in the CEQA Guidelines, the Project's basic and fundamental objectives are as follows:

- Support local, regional, state and federal efforts to meet additional housing needs across the region, consistent with SCAG's RTP/SCS Regional Planning Policy, and support the provision of an ample supply of housing within the City to contribute to alleviating the City's housing crisis.
- Develop a constrained site with a high-density, infill development with a mix of uses and unique architecture, creating an active pedestrian environment at a density and scale to enable the Project Site to function as a new community center.
- Provide a range of multi-family housing types and affordability levels, including income-restricted affordable housing, to further the goals of the City's Housing Element and contribute to the City's Regional Housing Needs Assessment allocation.

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[11] *City of Los Angeles Department of Building and Safety, Inter-Departmental Correspondence, September 1, 2021.*

[12] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APN 5414-016-002, http://zimas.lacity.org/, accessed January 7, 2024 and June 19, 2025.*

- Promote local and regional mobility objectives and reduce vehicle miles traveled (VMT) by providing a mix of housing and commercial uses, bicycle and pedestrian amenities, and public open space, in proximity to public transit and important resources and amenities (i.e., economic, educational, health, and social amenities).

- Construct a high-density, mixed-use development with the principles of smart growth, such as sustainable design, a synergetic mix of uses, infill development, proximity to transit, walkability, and bicycle connections.

- Promote walkability by improving pedestrian access surrounding the Project Site, creating a pedestrian linkage from North Broadway and Elysian Park through the Project Site to Spring Street, and improving connectivity to the Metro A Line Chinatown Station from the Solano Canyon neighborhood to the north.

- Contribute to the revitalization of the neighborhood through the addition of new commercial uses which serve the adjacent community.

- Provide publicly accessible open space that complements the existing Los Angeles Historic State Park and provides open space amenities to the surrounding neighborhoods.

- Create architecturally distinct buildings that create a sense of place for residents and the surrounding communities, and relate to the neighboring community, parks and open spaces.

6. Description of the Project

a. Project Overview

The Project proposes a mixed-use residential and commercial development on an approximately 8.08-acre site within the Central City North Community Plan area of the City. As shown on Table II-1 on page II-10, the Project would construct 986 residential units including 200 affordable units; 15,000 square feet of retail uses; 23,800 square feet of restaurant uses; and 116,610 square feet of outdoor trellis/overhang areas (circulation and balconies).[13] As shown on Figure II-2 on page II-4, the Project would include the subdivision of a curvilinear shaped Project Site that runs parallel to the Metro A Line tracks and the Los Angeles State Historic Park that are located generally to the southeast, and North Broadway that is located generally to the northwest, into four master ground lots as well as air space lots. The southern two master ground lots are herein referred to as the South Parcel, and the

[13] *The Los Angeles Department of Building and Safety may count the Project Site's approximately 116,610 square feet of outdoor trellis/overhang areas (circulation and balconies) as floor area. As such, these areas have been included in the total floor area for the Project.*

Table II-1
Proposed Floor Area

Land Use	Description	Floor Area (sf)
South Parcel		
Residential	631 units	706,854
Restaurant[a]		15,800
Retail		10,000
Outdoor Trellis/Overhang Areas (circulation and balconies)[b]		48,263
South Parcel Total Floor Area		*732,654*
North Parcel		
Residential	355 du	383,272
Restaurant		8,000
Retail		5,000
Outdoor Trellis/Overhang Areas (circulation and balconies) [b]		68,347
North Parcel Total Floor Area		*396,272*
Project Total		
Total Residential	986 du	1,090,126
Total Restaurant		23,800
Total Retail		15,000
Total Outdoor Trellis/Overhang Areas (circulation and balconies) [b]		116,610
Total Floor Area		**1,245,536**

du = dwelling units

sf = square feet

[a] *5,000 square feet of floor area of restaurant uses would be located outdoors.*

[b] *The Los Angeles Department of Building and Safety may count the outdoor trellis/overhang areas (circulation and balconies) as floor area. Thus, these supporting circulation areas and balconies are included in the total floor area for the Project.*

Source: Eyestone Environmental, 2025.

northern two master ground lots are herein referred to as the North Parcel. The South Parcel would provide 631 residential units comprised of two live-work units, 106 studio units, 293 1-bedroom units, 195 2-bedroom units, and 35 3-bedroom units. The North Parcel would provide 355 residential units comprised of five live-work units, 38 studio units, 175 1-bedroom units, 112 2-bedroom units, and 25 3-bedroom units. Table II-2 on page II-11 includes a summary of the residential unit count for the Project. In total, the Project would include up

Table II-2
Proposed Dwelling Unit Type Per Building

Building	Studio	1 BR	2 BR	3 BR	LW	Total
South Parcel						
Building 1	54	106	68	0	0	228
Podium	4	97	75	35	2	213
Building 2	48	90	52	0	0	190
Subtotal	*106*	*293*	*195*	*35*	*2*	*631*
North Parcel						
North Building	28	72	52	0	0	152
Podium	10	46	12	2	0	70
Courtyard	0	55	40	21	5	121
Retail Block	0	2	8	2	0	12
Subtotal	*38*	*175*	*112*	*25*	*5*	*355*
Total	144	468	307	60	7	986

BR = bedroom
LW=Live-work unit
Source: Rios, 2024.

to 1,245,536 square feet of floor area on a 342,678-square-foot Project Site, resulting in a FAR of 3.63:1.

As shown on Figure II-3 through Figure II-6 on page II-12 through II-15, respectively, the South Parcel would be developed with a six-story podium connecting two buildings, Building 1, a 26-story building up to 343 feet 8 inches in height, and Building 2, a 22-story building up to 301 feet in height. As shown on Figure II-7 through Figure II-9 on page II-16 through II-18, respectively, the North Parcel would be developed with a two-story podium connecting three buildings, the North Building, a 15-story building up to 209 feet 4 inches, the Courtyard Building, a six-story building up to 108 feet 8 inches in height, and the Retail Block Building, a three-story building up to 72 feet 4 inches in height. Further, the Project would provide up to 931 parking spaces (including standard, compact, and stacked spaces) within a three-level partial subterranean garage on the South Parcel, and up to 546 parking spaces within three-level partial subterranean parking garage on the North Parcel, for a total of up to 1,477 vehicular parking spaces. Additionally, the Project would provide 80 short-term and 722 long-term bicycle parking spaces. The Project would include a total of 132,949 square feet of open space within the Project Site of which 45,377 square feet would be publicly accessible, privately operated and maintained. The Central Greenspace would be constructed in the central portion of the Project Site connecting the North Parcel and South Parcel. The narrow open space area would link the North Parcel and South Parcel,

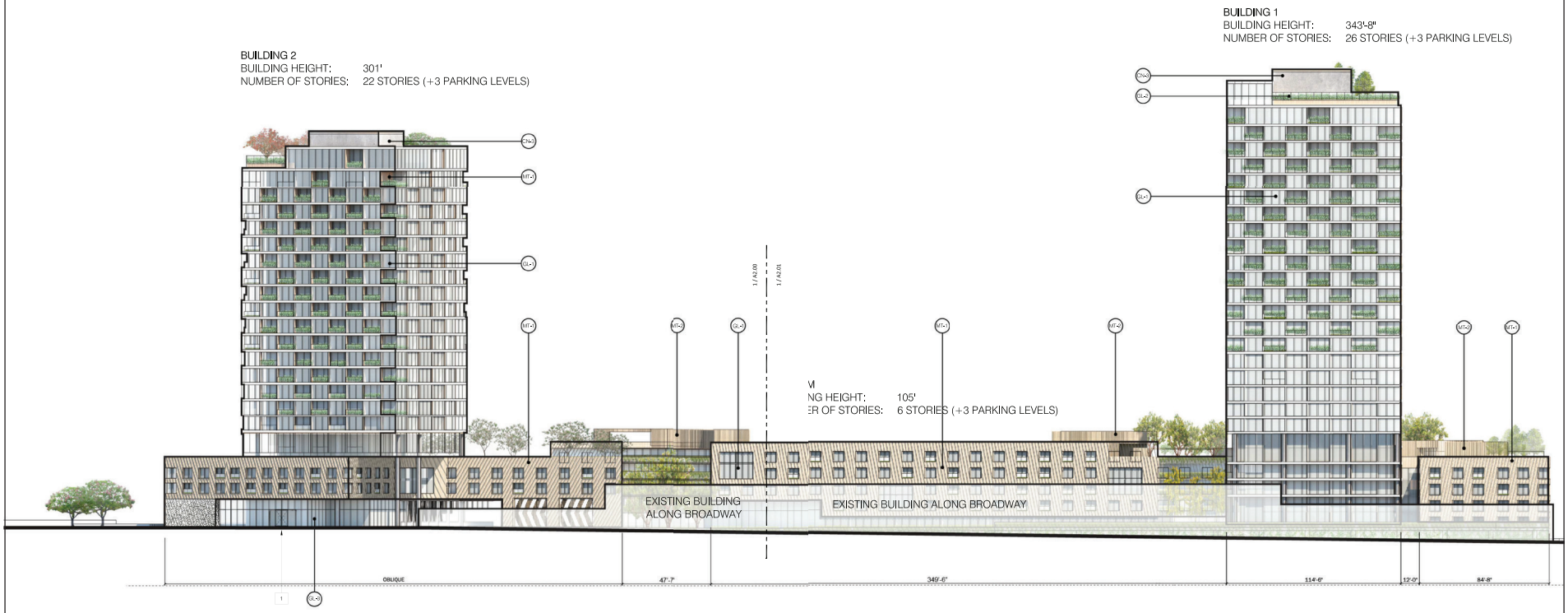


Figure II-3
Conceptual Elevation South Parcel - North

Source: RIOS, 2024.

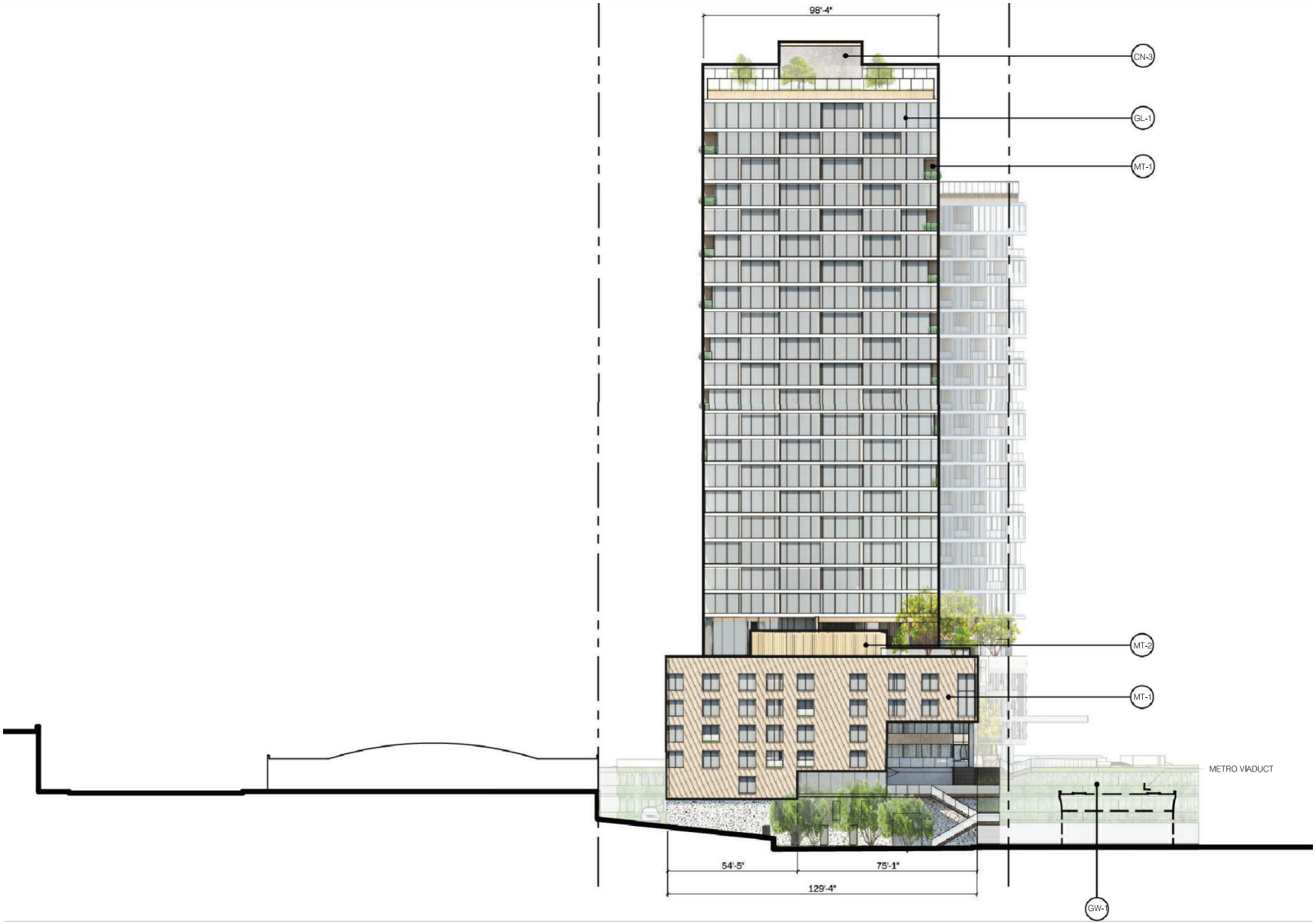


Figure II-4
Conceptual Elevation South Parcel—West

Source: RIOS, 2024.

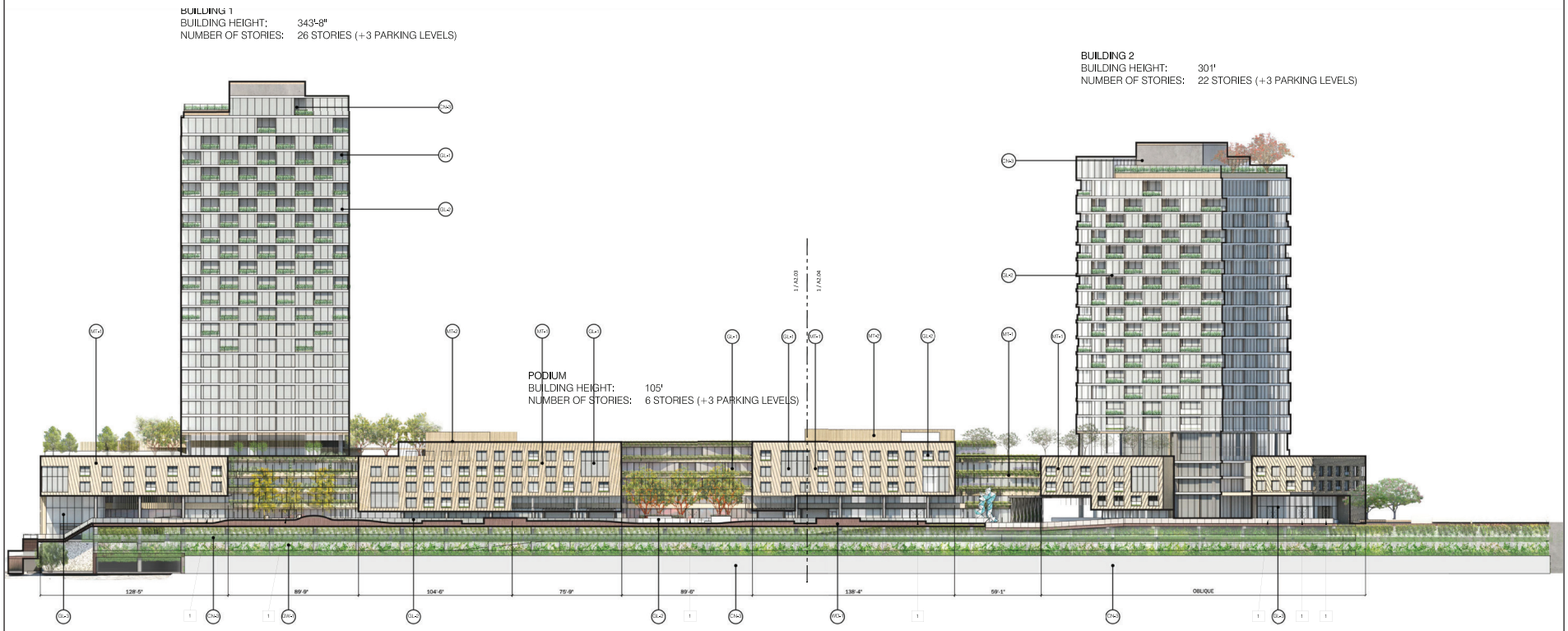


Figure II-5
Conceptual Elevation South Parcel - South

Source: RIOS, 2024.

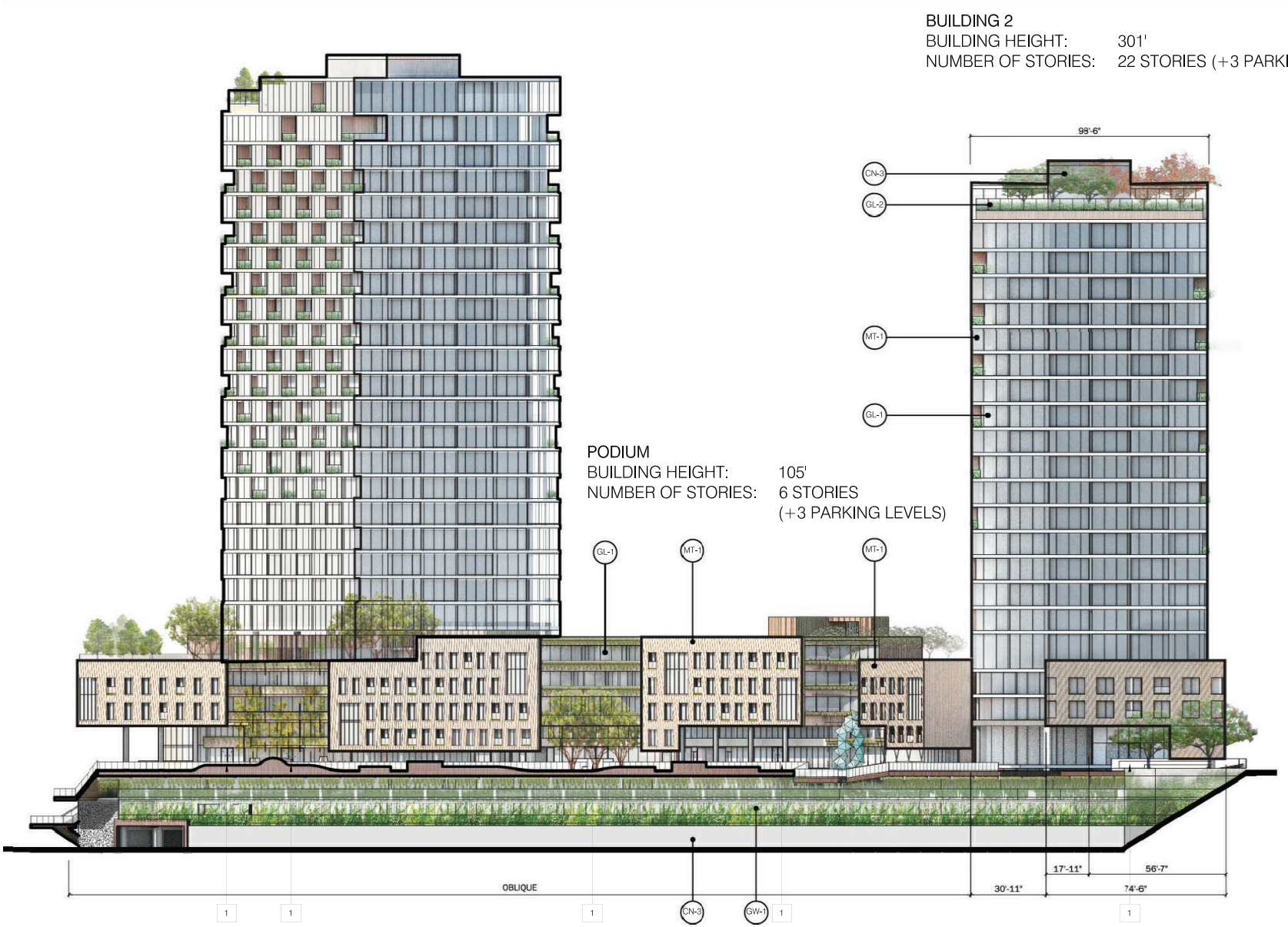


Figure II-6

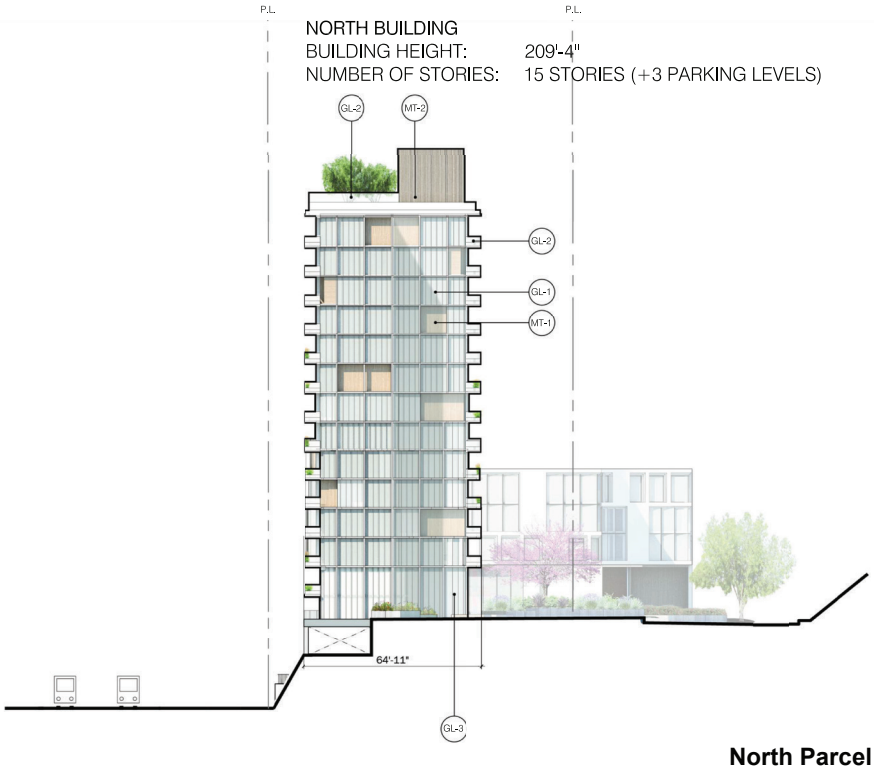
Conceptual Elevation South Parcel - East

Source: RIOS, 2024.

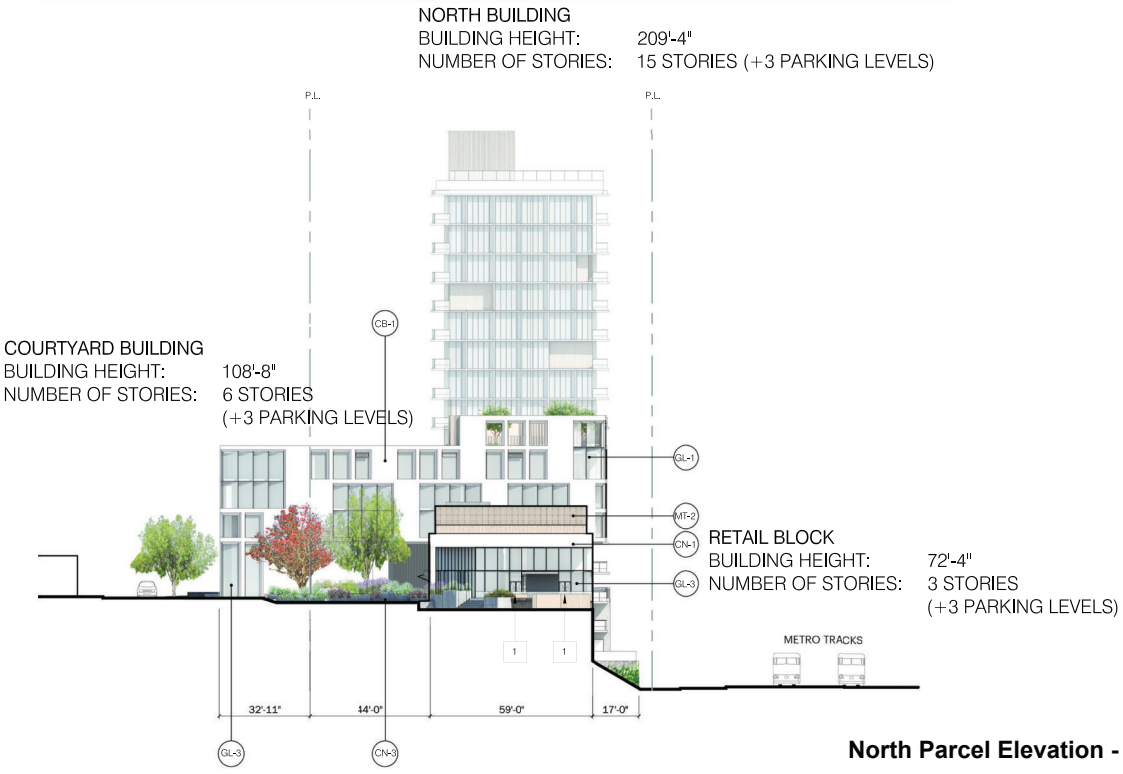


Figure II-7
Conceptual Elevation North Parcel - North

Source: RIOS, 2024.



North Parcel Elevation - East



North Parcel Elevation - West

Figure II-8
Conceptual Elevation North Parcel - East/West

Source: RIOS, 2024.



Figure II-9
Conceptual Elevation North Parcel - South

Source: RIOS, 2024.

and would be landscaped with native trees and understory vegetation. While the sloped area of the Central Greenspace would be inaccessible to pedestrians due to steep southeast facing slopes, the Central Greenspace would be adjacent to the continuous sidewalk for pedestrians along Broadway, which would also be lined with new street trees.

(1) Demolition

As shown in Table II-3 on page II-20 the Project would require demolition of existing structures on the South Parcel, including an approximately 12,800-square-foot auto repair building with vehicle bays and roll-up doors and a 2,132-square-foot addition of an existing encroaching off-site restaurant (Golden Dragon Restaurant), for a total of 14,932 square feet of building demolition.[14] In addition, located on the South Parcel, the Project would require removal of a vehicle shelter/wash bay, trash enclosure, foundation remnants, as well as associated parking areas, outdoor storage areas, utility infrastructure, retaining walls, and fencing. As described above, two active groundwater monitoring wells are located on the Project Site and would be potentially removed or required to continue long-term access for continued monitoring under the oversight of the Los Angeles Regional Water Quality Control Board. Further, the three existing billboard structures would be removed on the South Parcel.

The North Parcel does not contain any existing buildings; however, demolition would include removal of chain-link fencing, concrete foundations/footings, and retaining walls. As described above, records indicate the presence of two inactive oil wells on the North Parcel. Re-abandonment of the inactive oil wells would occur in coordination with the City's Department of Building and Safety (LADBS) and CalGEM. Further, six existing billboard structures would be removed on the North Parcel.

The Project would remove 20 existing on-site trees consisting of Canary Island date palm (*Phoenix canariensis*), Mexican fan palm (*Washingtonia robusta*), and desert fan palm (*Washingtonia filifera*) and three street trees consisting of jacaranda street trees (*jacaranda mimosafolia*), none of which are protected under the City's Protected Tree and Shrubs Ordinance No. 186,873. Further, the Project does not include removal of any street trees.

(2) Design and Architecture

The Project would transform an existing primarily undeveloped Project Site into a modernized development providing a mix of high-quality residential and commercial uses with public and

[14] *Since the issuance of the NOP for the Project, structures associated with Metro operations on the South Parcel have been removed. These includes an approximately 48 square-foot guard house and 4,920 square-foot modular office. The existing buildings to be removed as a result of the Project are now limited to a 12,800 square-foot auto repair building and 2,132 square-foot addition to the rear of an existing off-site building (the "Golden Dragon Restaurant").*

Table II-3
Existing On-Site Buildings to Be Removed

Existing Uses	Floor Area (sf)
Restaurant building (partial demolition)	2,132
Maintenance Building	12,800
Total	**14,932** [a]

sf = square feet

[a] *Since the issuance of the NOP for the Project, structures associated with Metro operations on the South Parcel have been removed. These includes an approximately 48-square-foot guard house and 4,920 square-foot modular office.*

Source: Eyestone Environmental, 2025.

private open space amenities and landscaping. The Project Site is uniquely situated on a curvilinear shaped parcel that would be built on a south-facing slope that faces the Los Angeles State Historic Park as illustrated on Figure II-10 on page II-21. The Project Site spans approximately 0.6 miles along the southeast side of the North Broadway street frontage and would increase pedestrian activity through a combination of activating ground floor commercial uses, including seven live-work units, promenades, public open space amenities, and landscape improvements. All ground floor uses would be designed to maximize the visual connection to the street by providing floor to ceiling windows with non-reflective glass coatings. The buildings would be designed with the intent to create passive and active open space areas for both residents and visitors to utilize throughout the Project Site and to take advantage of the views of Downtown Los Angeles, as well as Los Angeles State Historic Park and the neighboring built environment. Rooftop terraces with pool decks would provide open space amenities for residents while outdoor ground-level hardscape areas and planted areas, including promenades, seating areas, courtyards, and plazas, would be publicly accessible and promote pedestrian activation and walkability at the street level. An abundance of shade trees, overhangs, and landscaped trellis areas would be integrated throughout the Project Site to provide respite shade areas and create a pedestrian scale.

As shown on Figure II-11 and Figure II-12 on pages II-22 and II-23, the proposed architecture reflects the mixed-use character of the area by utilizing cast-in-place concrete walls, structural steel, metal panels, fiber cement board, and glass/steel guardrails. Variations in the textures, colors, and sizes of these materials would allow for a unified design that links the overall Project, while differentiating individual buildings. Building massing and scale would provide vertical and horizontal plane changes along the façades of the buildings and provide a strong visual connection between the North and South Parcels.



Figure II-10
Conceptual Rendering of the North Parcel Looking West

Source: RIOS, 2024.



Figure II-11
Conceptual Rendering of the South Parcel

Source: RIOS, 2024.



Figure II-12
Conceptual Rendering of the North Parcel

Source: RIOS, 2024.

(a) South Parcel

The South Parcel would include approximately 631 dwelling units, 15,800 square feet of restaurant uses, and 10,000 square feet of retail uses located within a six-story podium connecting two buildings, Building 1, a 26-story building up to 343 feet 8 inches in height, and Building 2, a 22-story building up to 301 feet in height constructed above a partially subterranean parking garage. At the podium level and Building 2, restaurant and retail uses such as a café and outdoor dining areas would be located on the ground floor along North Broadway. Additionally, public open space areas including garden plazas and terraces, a small outdoor amphitheater, amenity gardens, seating areas, meditation spaces, and a water feature would serve as activating open space for residents and visitors. The South Parcel would also include new promenades and walkways increasing accessibility to the Metro A Line Chinatown Station from North Broadway. For the South Parcel, residential uses would be within each level of each building starting at Level 1.[15] Building 1 and the Mandarin Plaza would be bisected by an internal vehicular circulation driveway to access the parking garage with ingress and egress located on Spring Street and North Broadway.

All parking garage levels on the South Parcel would be located below the elevation of North Broadway where the property fronts North Broadway at Building 2. At the southwest edge of the podium and Building 1, portions of P-1 would be partially above the elevation of North Broadway, as North Broadway has a declining slope in elevation toward the southwest; however, the parking garage would not be visible from North Broadway due to intervening buildings of Mandarin Plaza. As shown in Figure II-5 on page II-14, the southeastern-facing portions of the parking structure would be enclosed within a solid exterior wall at P-3, while vine plantings on a landscaped screen wall, along with a 3.5-foot tall concrete wall, would partially enclose the southeastern-facing portions of P-1 and P-2. Due to changes in the existing grade elevations from the elevation of North Broadway to the elevation at-grade level near the Metro A Line tracks, all parking levels would be above grade when viewing the South Parcel from the Los Angeles State Historic Park, although the gradual elevation of the Metro A Line tracks would obscure views of a portion of the parking garage. Further, retaining walls may be required adjacent to the driveway and fire lane from Spring Street on the South Parcel.[16]

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[15] *While the proposed residential uses on the South Parcel would be located at the ground level along North Broadway, it should be noted that there would not be access or frontage along North Broadway as existing commercial uses to remain are located along the North Broadway frontage in the Mandarin Plaza.*

[16] *Proposed retaining walls would be in compliance with LAMC regulations, without any request for deviations from the LAMC requirements.*

(b) North Parcel

The North Parcel would include approximately 355 dwelling units and 8,000 square feet of restaurant uses and 5,000 square feet of retail uses, located within a two-story podium connecting two buildings, the North Building, a 15-story building up to 209 feet 4 inches, and the Courtyard Building, a six-story building up to 108 feet 8 inches in height. Additionally, the North Parcel would also include the Retail Block Building, a three-story building up to 72 feet 4 inches in height. At the western portion of the North Parcel, located within the Retail Block Building and podium, commercial uses and open space would create an activating environment encouraging pedestrians and visitors to the Project Site through uses including public shopping gardens, garden dining terraces, and garden plazas and kiosks. The North Parcel would also include seating areas, overlook areas along the southern perimeter of the Parcel to the Los Angeles State Historic Park, and meditation gardens. As shown on Figure II-9 on page II-18, for the North Parcel, residential uses would be on each level through level P-2 of each building and would tier down the sloped grade. The parking garages on levels P-1 and P-2 would be located interior to the buildings and built into the slope on the North Parcel. Additionally, an 11-foot exterior concrete wall, located adjacent to the Metro A Line tracks, would serve as a base of the buildings as well as screen level P-3 of the parking garage from Los Angeles State Historic Park. Retaining walls may be required adjacent to the northernmost driveway on the North Parcel and would be approximately 13 feet in height, which would be below grade from the elevation of North Broadway.[17]

(3) Open Space and Landscaping

LAMC Section 12.21 G requires open space for new developments with six or more dwelling units. Per LAMC Section 12.21 G, there shall be 100 square feet of open space provided for each residential unit having less than three habitable rooms; 125 square feet of open space provided for each residential unit containing three habitable rooms; and 175 square feet of open space provided for each residential unit containing more than three habitable rooms. As shown on Table II-4 on page II-26 the Project is required to provide a total of 110,775 square feet of open space. The Project would include a total of 132,949 square feet of open space within the Project Site of which 45,377 square feet would be publicly accessible, privately operated and maintained. Further, the Project would include 84,872 square feet of residential common open space which would be accessible to the residents and 2,700 square feet of private open space which would consist of private residential balconies.

[17] *Proposed retaining walls would be in compliance with LAMC regulations, without any request for deviations from the LAMC requirements.*

Table II-4
Project Open Space

Open Space	Approximate Size (sf)
South Parcel	
Publicly Accessible Open Space	
Ground Level Courtyards	31,373
Level P-3 Plaza	3,594
Publicly Accessible Open Space Subtotal	34,967
Residential Common Open Space	
Ground Level—Interior Amenities	1,400
Level 2—Interior Amenities	2,000
Level 3, Level 4—Interior Amenities	5,720
Level 4 Terraces	1,157
Level 5 Terraces	17,251
Level 22 Terraces	5,322
Level 22 Interior Amenities	4,340
Level 26 Terraces	5,418
Level 26 – Interior Amenities	3,890
Residential Common Open Space Subtotal	*46,498*
Private Open Space	
Ground Level Private Terraces	450
Level 2 - Private Terraces	150
Level 3, Level 4—Private Terraces	500
Level 5—Private Terraces	150
Private Open Space Subtotal	*1,250*
South Parcel Total Open Space	**82,715**
Open Space Required per LAMC 12.21 G.2	*70,600*
North Parcel	
Publicly Accessible Open Space	
Ground Level Courtyards	10,410
Publicly Accessible Open Space Subtotal	10,410
Residential Common Open Space	
Ground Level Courtyards	22,520
Ground Level—Interior Amenities	2,200
Level 3 Terraces	5,044
Level 6 Terraces	4,300
Level 6 Interior Amenities	1,540
Level 14 Terraces	2,770
Residential Common Open Space Subtotal	*38,374*
Private Open Space	

Table II-4 (Continued)
Project Open Space

Open Space	Approximate Size (sf)
Level P-2 Private Balcony Terraces	1,450
Private Open Space Subtotal	*1,450*
North Parcel Total Open Space	**50,234**
Open Space Required per LAMC 12.21 G.2	*40,175*

sf = square feet
Source: Rios, 2024.

On the South Parcel, the Project would provide 34,967 square feet of publicly accessible open space, 46,498 square feet of residential common open space, and 1,250 square feet of private open space for a total of 82,715 square feet of open space on the South Parcel. As shown on Figure II-13 on page II-28, publicly accessible open space would include outdoor fitness areas such as a hill climb area and fitness green, courtyards, promenades, seating areas, and a small terraced amphitheater seating area. Residential common open space would be located on the Ground Level, and Levels 2, 3, 4, 5, 22 and 26, and would include interior amenities such as meeting rooms and lounge areas and exterior amenities such as a swimming pool, outdoor seating and barbecue areas, raised planters, outdoor lounge areas, and accessible lawn areas. Private open space would consist of residential terraces.

On the North Parcel, the Project would provide 10,410 square feet of publicly accessible open space, 38,374 square feet of residential common open space, and 1,450 square feet of private open space, for a total of 50,234 square feet of open space. As shown on Figure II-14 on page II-29 publicly accessible open space would include public shopping gardens, a public garden plaza and kiosks, gardens, promenades, and associated raised planters and seating. Residential common open space outdoor amenities would include swimming pools, outdoor seating and barbecue areas, raised planters, and outdoor lounge areas. Indoor common open space amenities would include lounge areas and meeting room space. Private open space would consist of residential terraces.

A Central Greenspace would be constructed in the central portion of the Project Site connecting the North Parcel and the South Parcel. This narrow open space would link the North Parcel and South Parcel and would be landscaped with native trees and understory vegetation. While the sloped area of the Central Greenspace would be inaccessible to pedestrians due to steep southeast facing slopes, the Central Greenspace would be adjacent to the continuous sidewalk for pedestrians along Broadway, which would also be lined with new street trees.

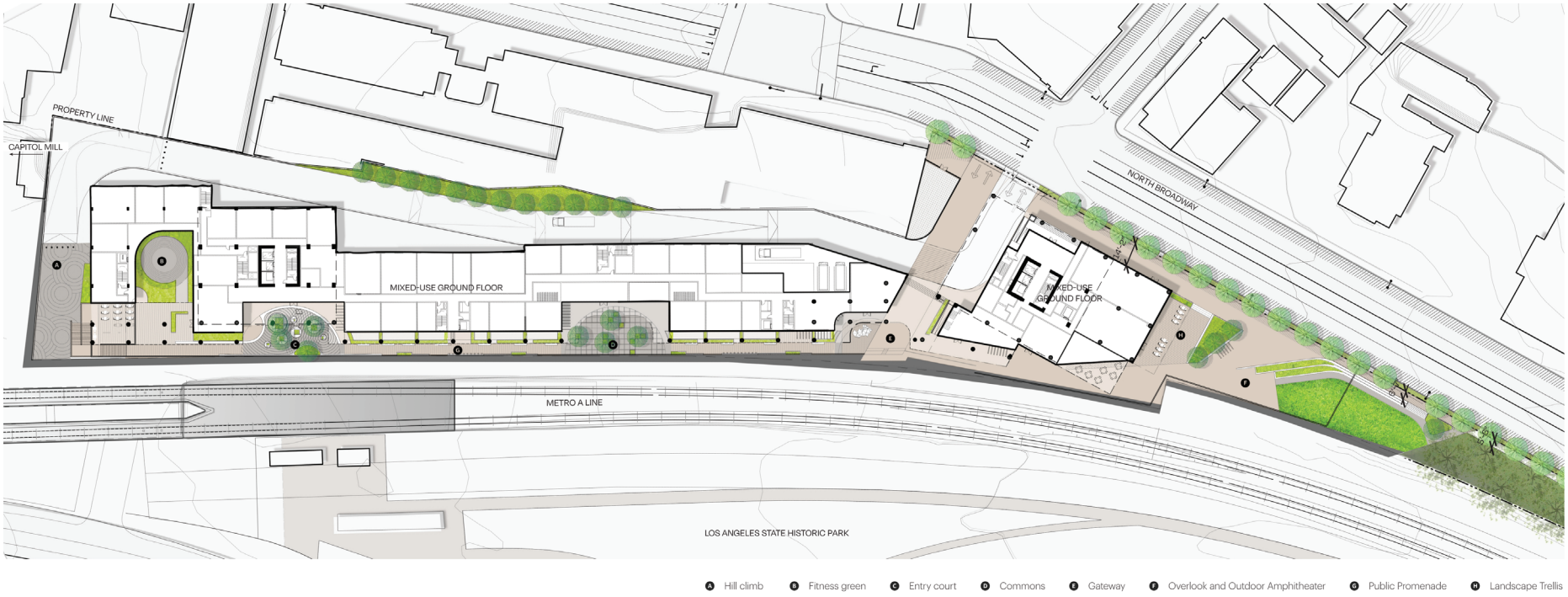

Figure II-13
South Parcel Publicly Accessible Open Space

Source: RIOS, 2024.



Figure II-14
North Parcel Publicly Accessible Open Space

Source: RIOS, 2024.

The Project would remove 20 existing on-site trees consisting of Canary Island date palm (*Phoenix canariensis*), Mexican fan palm (*Washingtonia robusta*), and desert fan palm (*Washingtonia filifera*) and three street trees consisting of jacaranda trees (*jacaranda mimosafolia*), none of which are protected under the City's Protected Tree and Shrubs Ordinance No. 186,873. The Project does not propose to remove street trees. In the event street trees are required to be removed, such removal would require approval of the City's Urban Forestry Division based on compliance with LAMC Sections 62.169 and 62.170 and such trees would be replaced at a 2:1 basis. Landscaping would be provided in conformance with applicable LAMC Section 12.21 G.2(a)(3) which requires one 24-inch box tree for every four dwelling units proposed on site. Overall, the Project would provide 322 new trees, including 110 street trees and 212 on-site trees. Street trees would consist of Coastal Live Oak (*Quercus agrifolia*) trees, and on-site trees would include but not be limited to Desert Willow (*Chilopsis linearis*) trees, Peppermint (*Agonis flexlosa*) trees, and Strawberry (*Arbutus unedo*) trees. All plant and tree species would be drought resistant and require low water use.

(4) Access, Circulation, and Parking

As shown on Figure II-15 on page II-31, vehicular access to the Project would be provided by one driveway on the South Parcel from North Broadway, three driveways on the North Parcel from North Broadway, and one driveway on the South Parcel via existing access easements from North Spring Street located beneath the elevated Metro A Line tracks. For the South Parcel, Building 1 and the Mandarin Plaza would be bisected by an internal Project vehicular circulation driveway to access the parking garage with ingress and egress located on North Broadway and North Spring Street.

Primary pedestrian access to the Project Site would be from North Broadway and North Spring Street for the South Parcel, and North Broadway for the North Parcel. The Project would include new pedestrian amenities specifically with the addition of new promenades located on the South Parcel increasing accessibility to the Metro A Line Chinatown Station from North Broadway.

Truck loading and trash pickup would be located interior to the South Parcel and would be accessible via the driveway located on North Broadway. Additionally, adjacent to the main access drive an emergency vehicle only access lane would serve the South Parcel. Rideshare, truck loading and trash pick up would be located interior to the North Parcel and would be accessible via the two northwestern most driveways along North Broadway.

Parking for the South Parcel would be located within a three-level partial subterranean garage and would provide up to 931 vehicle parking spaces including 879 residential parking spaces and 52 commercial parking spaces. Parking for the North Parcel would be located within a three-level partial subterranean garage and provide up to 546 vehicle parking

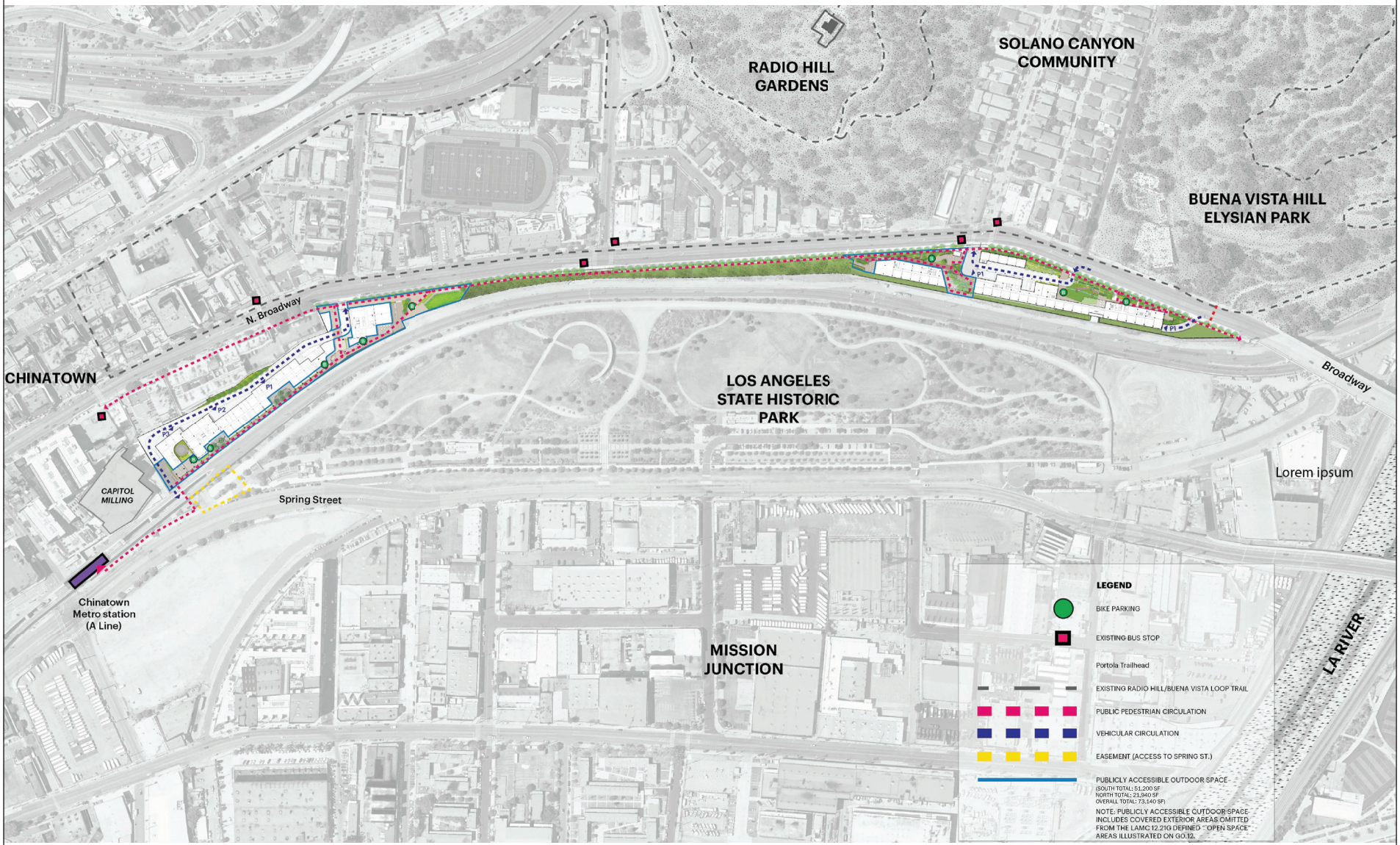

Figure II-15
Project Circulation Diagram

Source: RIOS, 2024.

spaces, including 525 residential parking spaces and 21 commercial parking spaces. Overall, the Project would provide up to 1,477 vehicle parking spaces, comprised of 1,404 residential parking spaces and 73 commercial parking spaces. The Project would also comply with applicable City and CALGreen charging requirements, which includes the provision of at least 40 percent of overall residential parking spaces provided on the Project Site that are capable of supporting future electric vehicle supply equipment (EVSE) with 10 percent of the overall residential spaces equipped with EVSE to create electric vehicle (EV) charging stations and 30 percent of overall non-residential parking spaces provided on the Project Site that are capable of supporting future EVSE and 20 percent of the overall non-residential spaces equipped with EVSE to create EV charging stations. The Project would also provide 80 short-term and 722 long-term bicycle parking spaces, in accordance with LAMC Section 12.21 A.16(a)(2), for a total of 802 bicycle parking spaces.

As noted above, there are multiple public transportation opportunities in the Project Site's immediate area. In particular, the Metro A Line Chinatown Station is located approximately 400 feet from the Project Site, at the intersection of Spring Street and College Street. In addition, Metro and the Los Angeles Department of Transportation operate numerous bus lines with stops located on North Broadway and Spring Street.

(5) Lighting and Signage

Architectural lighting is proposed to complement key architectural features of each building through the use of low profile, low wattage light-emitting diode (LED) building-mounted fixtures and fixtures integrated into the building façades. Low intensity LED luminaires, pedestrian poles, decorative lanterns, lighted bollards, and recessed step lights would also be used.

Low glare fixtures and decorative fixtures would be located at the ground level of each building to create a sense of arrival and scale and includes the use of building-mounted decorative fixtures, low level landscape lanterns, and floor lamps. The security lighting for the exterior courtyards and pedestrian walkways includes a combination of low-intensity LED luminaries, pedestrian poles, decorative lanterns, bollards, and recessed step lights. All exterior lighting would be designed to meet minimum light levels for emergency egress and to comply with the requirements of the California Building Code (Title 24 of the California Code of Regulations) and the California Green Building Standards (CALGreen) Code.

Signage would be located at a height and of size that is visible to pedestrians and that facilitates access to the building entrances. Additionally, four billboards would remain on the North Parcel. A wayfinding signage system would be located along the public walkways through the Project Site, which would facilitate pedestrian passage through the Project Site to and from the Metro A Line Chinatown Station.

(6) Site Security Features

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

- Lobby areas that are designed to be visible from the public streets or entry ways;
- Building entrances and exits, spaces around buildings, and pedestrian walkways that are designed to be open and in view of surrounding sites;
- Sufficient lighting of building entries and walkways to facilitate pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings;
- Sufficient lighting of parking areas, elevators, and lobbies to maximize visibility and reduce areas of concealment; and
- Access controls in the forms of private on-site security, alarm systems, a closed-circuit security camera system, and keycard entry for residents.

(7) Sustainability Features

The Project would support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11; referred to as the CALGreen Code), and the California Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6; California Energy Code). Both in compliance with and, in some cases, in exceedance of Code requirements, a number of specific sustainable design components would be incorporated into the Project, potentially including, but not limited to: Energy Star appliances; continuous insulation and high-performance glazing to minimize heating and cooling loads; ultra-low flow plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; green walls in certain outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking and related amenities; use of daylighting where feasible; and energy-efficient lighting. Additionally, the Project would provide preferential parking for carpools and low-emitting and zero emission vehicles. The Project would include the provision of at least 40 percent of overall residential parking spaces provided on the Project Site that are capable of supporting future EVSE with 10 percent of the overall residential spaces equipped with EVSE to create EV charging stations and 30 percent of overall non-residential parking spaces provided on the Project Site that are capable of

supporting future EVSE and 20 percent of the overall non-residential spaces equipped with EVSE to create EV charging stations. Further, the Project would include solar-ready infrastructure to allow for future solar power generation, such as photovoltaic (PV) panels on rooftops of the podium on the South Parcel and Courtyard Building on the North Parcel, with precise locations to be determined. The Project would also be consistent with Ordinance No. 187,714, which requires all newly constructed buildings to be all electric, excluding the proposed restaurant uses.

The proposed stormwater management system is a "store and use" stormwater capture system that involves containment in on-site cisterns for compliance with Low Impact Development (LID) strategies. To the extent feasible, the LID Best Management Practices (BMPs) would include storm water capture, pretreatment, and re-use for on-site irrigation purposes, thus reducing the demand for seasonal potable water demands attributed to the Project's irrigation needs.

(8) Off-Site Improvements

The Project would require minor off-site improvements that would generally be contained in the adjacent rights-of-way to the Project Site, including along North Broadway, Bishops Road, and Solano Avenue. Offsite improvements would include sidewalk dedications, street widenings and improvements, planting of street trees, roadway circulation improvements, installation of streetlights, and removal and installation of various connections to underground utility infrastructure, and a crosswalk from the North Parcel to provide connectivity to Elysian Park.

(9) Project Design Features

Project Design Features (PDFs) are elements and/or components of a project that contribute to the physical design of a project, such as the installation of solar panels, and/or can include non-tangible parameters such as police protection features such as integrating secure routes between parking areas. Regardless of the type of PDF, PDFs can be shown on a project's plan set and/or establish a restriction that a project must comply with, but they cannot be implemented solely to reduce a project's potentially significant impact. In contrast, mitigation measures are tailored to address specific impacts and provide measurable reductions of a specific impact, whereas PDFs are project elements that provide environmental benefits intrinsically but are not designed specifically to address/reduce a project impact. The Project includes PDFs related to aesthetics that include construction fencing and lighting limitations during construction of the Project, and maintenance of landscaping and limitations regarding reflective glass during operation of the Project. With regard to historical resources, a PDF requiring an on-site interpretative display commemorating the history of the River Station site is included. With regard to geology and soils, a PDF regarding compliance with the recommendations of the geotechnical

investigation for the Project is also included. With regard to energy and greenhouse gas emissions, a PDF regarding prohibition of the use of natural gas (except for restaurant uses) is included. With regard to noise, PDFs are included regarding screening of outdoor mechanical equipment and loading docks and the design of any outdoor amplified sound systems. Safety related PDFs are included that require specific crime prevention features and consultation with the City of Los Angeles Police Department regarding the incorporation of crime prevention features. Transportation related PDFs include implementation of a Construction Traffic Management Plan and Transportation Demand Management strategies. PDFs related to water conservation commitments are also included as part of the Project. With regard to wildfire, the Project would require the area 0–5 feet from a structure to be ember resistant consistent with the following: use hardscape including but not limited to gravel, pavers, or concrete; no combustible bark or mulch shall be used permitted within the 0-5 feet from a structure; remove all dead and dying plants, weeds, and debris (leaves, needles, etc.) from the roof, gutter, deck, porch, stairways, and under any areas of the structure; and be maintained twice annually, in early summer after the growing season and fall to eliminate regrowth; and limited landscape plantings shall be irrigated and low-growing properly spaced fire-resistant herbaceous (non-woody) plants.

b. Project Construction and Scheduling

Construction of the Project would be phased, with development of the South Parcel occurring as Phase 1 and development of the North Parcel occurring as Phase 2. Phase 1 is anticipated to start construction in March 2028 and end in February 2031. Phase 2 would be constructed soon after, or within a few years following completion of Phase 1, depending on market demand. For the purposes of providing a conservative analysis in the Draft EIR, Phase 2 is assumed to begin in February 2031 after completion of Phase 1 and end in February 2034.[18]

As listed below, the Project Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2047. The scope of the Project is the same regardless of the buildout timeline. Further, while the Project may be implemented over the course of 20 years, construction would not be constantly occurring on the Project Site for 20 years, and no single construction project would be ongoing for that duration.

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[18] *The analysis assumes a construction start date of January 2031 for Phase 2, which represents the earliest date construction would initiate. Assuming that construction would commence on the earliest possible start date represents the worst-case scenario for criteria air pollutant and greenhouse gas emissions, as equipment and vehicle emission factors for later years would be slightly less than for earlier years due to the progressive imposition of more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles with newer and more efficient models over time.*

Construction of each phase of the Project would commence with demolition of the existing structures to be removed, which would be followed by grading and excavation for the parking garage and footings, which would extend to a maximum depth of approximately 51 feet below ground surface (bgs) for the South Parcel and 49 feet bgs for the North Parcel. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Grading activities would require approximately 11,531 cubic yards of import with 85,196 cubic yards of export to be hauled to a landfill due to grading during Phase 1 and would require approximately 16,847 cubic yards of import with 152,168 cubic yards of export during Phase 2. The total import would be approximately 28,378 cubic yards export would be 237,364 cubic yards.[19] Exported soil and construction/ demolition materials would be disposed at the Azusa Land Reclamation Disposal Facility landfill in the City of Azusa, approximately 23 miles from the Project Site.

Incoming trucks to the South Parcel would exit I-5 North at Broadway, then turn left on North Broadway, and continue onto to North Spring Street to arrive at 1251 North Spring Street to enter the Project Site on the right. Departing trucks from the South Parcel would exit the Project Site heading northeast on North Spring Street, continue onto North Broadway, and turn right to merge onto I-5 South. Incoming trucks to the North Parcel would exit I-5 North at Broadway, then continue onto North Broadway, and enter the Project Site on the left at 1030-1380 North Broadway. Departing trucks from the North Parcel would exit the Project Site and turn right on North Broadway, continue onto Broadway, and merge onto I-5 South.

7. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Project. The Environmental Impact Report analyzes the potential impacts associated with the Project and provides environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- A General Plan Amendment to change the land use designation of the Project Site from Light Industrial to Regional Commercial;
- A Zone Change and Height District Change to change the zoning for the Project Site from MR2-1 to C2-2D;

[19] *Since the release of the NOP in August 2021, the export quantities have been further refined to more accurately depict the haul trips to be generated by the Project.*

- A Zoning Administrator Determination to permit building height greater than the maximum height otherwise permitted under the Transitional Height provisions in LAMC Section 12.21.1.A.10 of 33 feet 61 feet. At the South Parcel, the proposed building heights are 343 feet 8 inches at Building 1, 301 feet at Building 2, and 105 feet at the podium, and at the North Parcel, the proposed building heights are 72 feet 4 inches at the Retail Block, 108 feet 8 inches at the Courtyard Building, 56 feet 4 inches at the podium, and 209 feet 4 inches at the North Building. Consistent with LAMC Section 12.03, these heights are measured from the lowest point of the ground between the building and a line 5 feet from the building's exterior wall, to the highest point of elevation of the building or structure at each parcel;

- A Zoning Administrator Adjustment to reduce setback requirements:

  a. For the South Parcel, for the podium at L-2 through L-5, to allow for a 10-foot setback in lieu of the required 18 feet at the rear lot line; and for a portion of Building 2 at L-1 through L-22, to allow a 19-foot setback in lieu of the required 20 feet at the rear lot line;

  b. For the North Parcel, for the Courtyard Building at P-2 through L-5, to allow for a 16-foot setback in lieu of the required 18 feet at the rear lot line (per LAMC Section 12.14.C); for a portion of the Podium Building P-2 through L-1 and the North Building P-2 through L-14, to allow for a 0-foot setback in lieu of the required 15-foot setback at the rear lot line; and for the North Building at P-2 through L-14, to allow a 16-foot setback in lieu of the required 20 feet at the rear lot line.

- Pursuant to LAMC Section 16.05, the Applicant requests a Site Plan Review for the development of more than 50 dwelling units;

- A Vesting Tentative Tract Map (VTTM 74548) that involves the dedication of a three-foot-wide strip along North Broadway to the City (resulting in 342,678 net square feet or a net acreage of 7.87 acre Project Site) and subdivision of the Project Site into two master lots and airspace lots for residential and commercial condominium purposes; and a Haul Route approval for the export of approximately 187,000 cubic yards of soil.

- A Development Agreement;

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, street tree removal, grading permits, excavation permits, foundation permits, building permits, and sign permits.

8. Responsible and Trustee Public Agencies

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (State CEQA Guidelines Section 15381). The list below identifies whether any responsible agencies have been identified for the Project.

- Los Angeles County Metropolitan Transportation Authority (Metro): The Project Site is within 100 feet of the Metro-owned A Line tracks, and may require alterations and/or relocation of the two bus stops located along North Broadway adjacent to the Project Site. The Applicant must consult with Metro, who must review the Project to ensure safe access to, and operations of, its transportation services and facilities.

- State Department of Conservation Geologic Energy Management Division (CalGEM): The Project Site contains inactive oil wells, and the Applicant must consult with CalGEM to confirm that the wells have been adequately abandoned.

A Trustee Agency under CEQA is a public agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State.

- Santa Monica Mountains Conservancy: Pursuant to Public Resources Code §33105, the Project is mapped by the SMMC in the SMMZ. During environmental review for discretionary projects, the SMMC is considered a Trustee Agency over natural resources found within the SMMZ boundaries.

- California Department of Parks and Recreation.