

## **II. Project Description**

---

## II. Project Description

---

### 1. Introduction

The East End Studios ADLA Project involves the development of a new multi-story production studio campus totaling 675,611 square feet of floor area on an approximately 14.6-acre (635,551 net square-foot) site. The Project would include 299,012 square feet of studio uses within five studio buildings; 69,192 square feet of production support space within three covered areas, adjacent to the studio buildings; and 307,407 square feet of office use within two five-story buildings. Up to 8,000 square feet of ground floor areas within the office buildings could be utilized as retail space, including up to 4,000 square feet of restaurant space, or as additional common areas for the office tenants.<sup>1</sup> Two existing warehouse structures totaling approximately 311,000 square feet would be demolished.

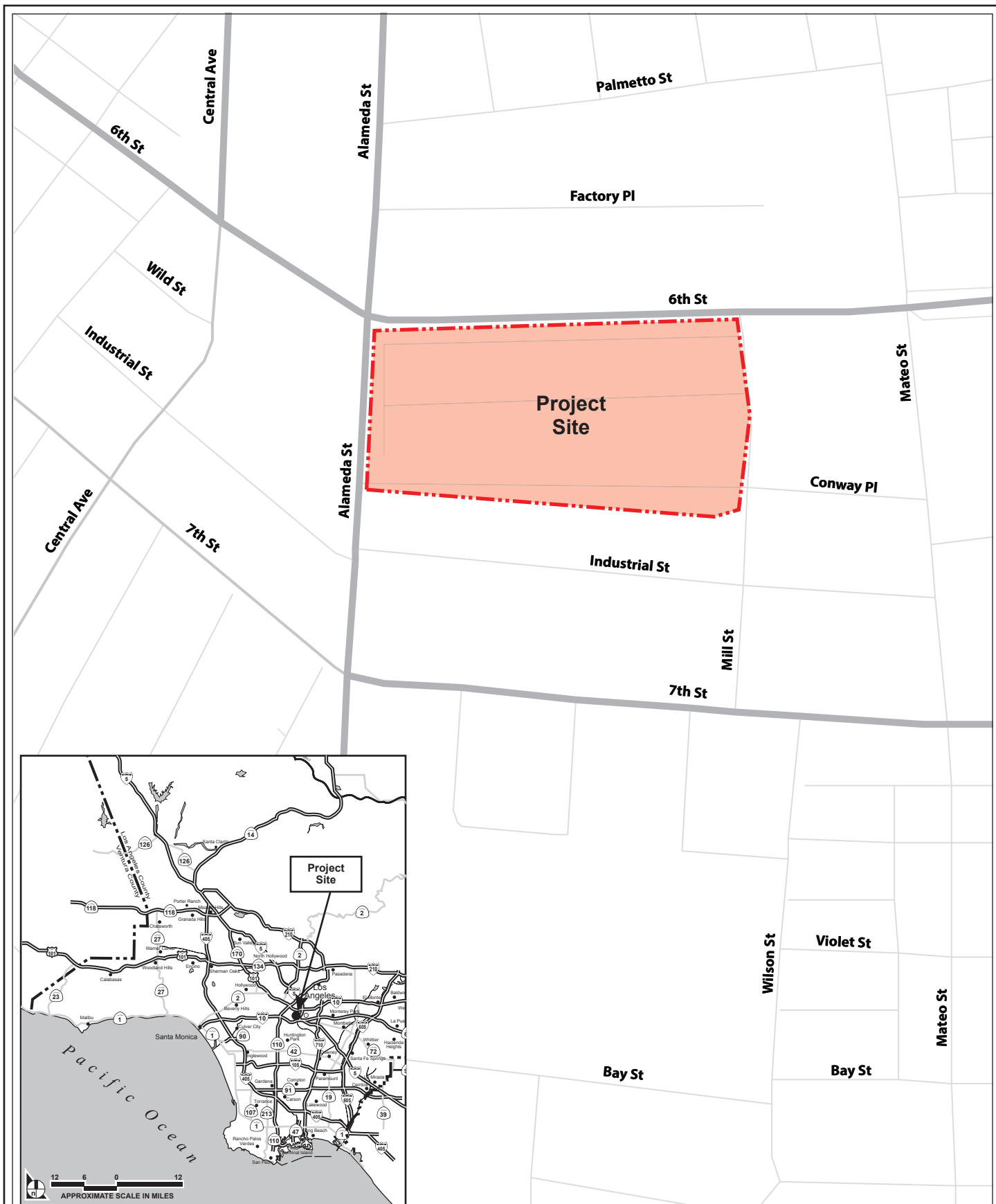
### 2. Environmental Setting

#### a. Project Location

The Project Site is located at 1206–1338 East 6th Street, 1205–1321 Wholesale Street, 1210–1361 Produce Street, 635 and 639 Mill Street, and 640 South Alameda Street within the Central City North Community Plan of the City of Los Angeles. As shown in Figure II-1 on page II-2, the Project Site is bounded by 6th Street to the north, Mill Street to the east, commercial and industrial zoned land currently developed with warehouse uses to

---

<sup>1</sup> Subsequent to the publication of the Notice of Preparation (NOP), the Project was modified to consolidate the number of soundstage buildings from eight structures to five structures while retaining the same number of studios (16 studios). Additionally, the previously proposed eight structures that would be programmed with studio production support uses were reduced to three covered production support areas adjacent to the soundstage buildings. The previously proposed four office buildings were also consolidated into two office buildings. Lastly, the previously proposed level of subterranean parking was eliminated while retaining the five-story parking structure, which would now be located on the eastern portion of the Project Site along Mill Street. Overall, the Project floor area was slightly increased from 674,175 square feet to 675,611 square feet. This Draft EIR evaluates the Project as now proposed. Additionally, it is noted that for conservative environmental analysis purposes, this Draft EIR assumes outdoor covered areas adjacent to the buildings would count as floor area. Section VI, Other CEQA Considerations, of this Draft EIR, addresses the Project modifications relative to the topics already fully evaluated in the Initial Study.



**Figure II-1**  
Project Location Map

the south, and Alameda Street to the west. As labeled on the City's Zone Information and Map Access System (ZIMAS) map, there is a strip of land between the two existing warehouse structures labeled as Produce Street. However, this is not a public right-of-way, and the land is privately-owned and zoned for heavy industrial uses. Similarly, there is an additional strip of land adjacent to the south of the Project Site labeled as Wholesale Street on the City's ZIMAS map. However, this is not a public right-of-way, and the land is privately owned and zoned for commercial uses.

Local access to the Project Site is provided by 6th Street, Alameda Street, and Mill Street. Regional access to the Project Site is provided by the Hollywood Freeway (US Highway 101 or US-101), Santa Monica Freeway (Interstate 10 or I-10), and the Golden State Freeway/Santa Ana Freeway (Interstate 5 or I-5), which are within one mile of the Project Site. The Project Site is served by a variety of public transit options, including a number of local and regional bus lines serviced by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT), that provide connections to Downtown subway stations. In particular, Metro Lines 16 and 18 run along 6th Street, adjacent to the Project Site, and the Project Site is located within 0.5 mile of Metro Lines 53 and 60 at the intersection of 7th Street and Central Avenue, Metro Lines 53 and 720 at the intersection of East 6th Street and Central Avenue, and the LADOT DASH A at the intersection of Palmetto Street and Colyton Street.

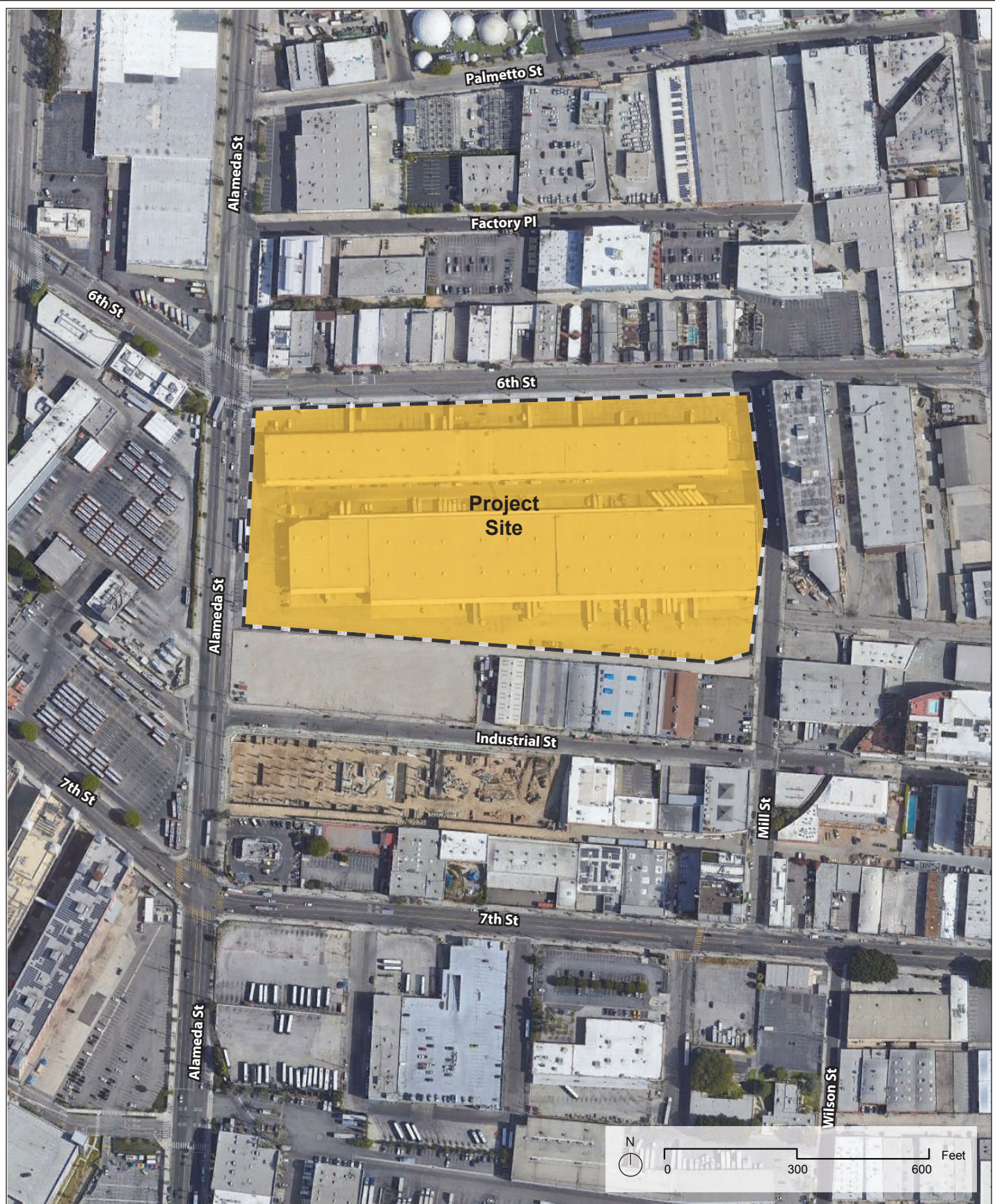
## **b. Existing Conditions**

### **(1) Existing Project Site conditions**

As shown in the aerial photograph provided in Figure II-2 on page II-4, the Project Site is currently developed with two single-story warehouse structures with a total of approximately 311,000 square feet of floor area. The existing buildings are currently used for storage and distribution purposes. The Project Site also includes surface parking areas for automobiles and tractor trailer trucks. The Project Site is relatively flat and nearly entirely paved or developed with buildings, with limited ornamental landscaping. A total of six trees were identified surrounding the Project Site, all of which are located along Alameda Street in the public right-of-way. No on-site trees were observed.

The street trees identified consist of various non-native species, including four yew pine trees, one pink trumpet tree, and one desert willow tree. None of the street trees are





**Figure II-2**  
Aerial Photograph of the Project Vicinity



considered to be protected by the City of Los Angeles Protected Tree and Shrubs Ordinance No. 186,873.<sup>2,3</sup>

## (2) Land Use and Zoning

The Project Site is located within the Central City North Community Plan area. The Project Site is designated as Heavy Industrial and is zoned as M3-1-RIO (Heavy Industrial, Height District 1, River Improvement Overlay District). The M3 zone corresponds to and is consistent with the Project Site's Heavy Industrial land use designation. The M3 zone allows for motion picture, television, video, and other media production (and supporting office) uses by right. The Project Site is designated within Height District 1. All uses located in the M3 zone and within Height District 1 are restricted to a maximum floor area ratio (FAR) of 1.5 times the property's buildable area.<sup>4</sup> Height District 1 does not impose a vertical height limitation on the Project Site. The M3 zone does not impose any setback requirements for commercial or industrial uses. Accordingly, buildable area for FAR purposes is the same as lot area. With a maximum FAR of 1.5 to 1, the Project Site's 635,551 square feet of lot area/buildable area would permit up to 953,326 square feet of floor area.

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. The purpose of the DTLA 2040 Plan is to create and implement a future vision for Downtown Los Angeles. On May 3, 2023, the Los Angeles City Council voted unanimously to approve the DTLA 2040 Plan. Following City Council approval, the implementing ordinances are now being reviewed and finalized by the City Attorney for form and legality. After the City Attorney has completed their review of the implementing ordinances for form and legality, the DTLA 2040 Plan will be presented to PLUM and City Council and will be brought into effect when the implementing ordinances are adopted.

The Project Site is also located within the Los Angeles River Improvement Overlay Zone. The RIO zone does not impose any use, FAR, height, or setback restrictions or standards. Pursuant to Los Angeles Municipal Code (LAMC) Section 13.17, projects in the

---

<sup>2</sup> Carlberg Associates, 6th and Alameda, Los Angeles, California 90021—City of Los Angeles Tree Inventory Report, August 4, 2022. See Appendix IS-1 of the Initial Study, which is included as Appendix A of this Draft EIR.

<sup>3</sup> Pursuant to the Ordinance No. 186,873 and as defined in LAMC Section 17.02, a protected tree or shrub includes any of the following Southern California indigenous tree species, which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the shrub: oak tree; Southern California black walnut tree; western sycamore tree; California bay tree; Mexican elderberry shrub; and toyon shrub.

<sup>4</sup> FAR and height restrictions can be found in LAMC Section 12.21.1 A.1.

Los Angeles River's outer core, including the Project, are required to comply with various screening standards and requires that new landscaping utilize native species. The Project would comply with all landscaping, screening and fencing requirements as set forth in Section 13.17 of the LAMC.

The Project Site is also identified as being in a Transit Priority Area (TPA) as defined by Senate Bill (SB) 743 and the City Zoning Information (ZI) File No. 2452.<sup>5</sup> As described above, the Project Site is well-served by a variety of existing and planned public transit options along Alameda Street provided by the Metro and LADOT.

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).<sup>6</sup> The Project would undergo the required Metro review and clearance process.

Additionally, per Assembly Bill (AB) 2097, the Project is not required to provide parking. Specifically, on September 22, 2022, AB 2097 was adopted by the State of California and subsequently added to California Government Code Section 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop.<sup>7</sup>

### c. Surrounding Land Uses

The area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings, containing a variety of industrial, commercial, and residential uses. The

---

<sup>5</sup> SB 743 established new rules for evaluating aesthetic and parking impacts under CEQA for certain types of projects. Specifically, Public Resources Code Section 21099(d) states: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a TPA shall not be considered significant impacts on the environment." TPAs are areas within 0.5 mile of a major transit stop that are existing or planned. Thus, in accordance with SB 743 and the City's ZI No. 2452, the Project's aesthetic and parking impacts are not considered significant as a matter of law.

<sup>6</sup> City of Los Angeles Zoning Information and Map Access System, Inter-Departmental Correspondence, September 1, 2021.

<sup>7</sup> AB 2097 defines a Major Transit Stop as a site containing any of the following: i) an existing rail or bus rapid transit station; ii) a ferry terminal served by either a bus or rail transit service, or ii) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. As summarized in Table 2 of the Transportation Assessment included in Appendix I of this Draft EIR, Metro Lines 16 and 18, which run along 6th Street adjacent to the Project Site, have headways of between six and seven minutes during the morning and afternoon peak periods. Metro Lines 53 and 720 with bus stops along 6th Street and Central Avenue have headways of between five minutes and 11 minutes during the morning and afternoon peak periods.

surrounding properties are generally zoned M3, which is consistent with the zoning of the Project Site. To the north of the Project Site, across 6th Street, is property zoned M3-1-RIO, including a mixture of one-, two-, and three-story buildings with a variety of uses. To the east of the Project Site, across Mill Street, is additional property zoned M3-1-RIO, including a six-story building with mostly industrial use. To the west of the Project Site, across Alameda Street, is land zoned PF (public facilities) and is comprised of a Metro bus storage and maintenance facility. Additionally, there are various seven-story structures and a 10-story parking garage located across 7th Street from the Metro bus storage and maintenance facility, which are part of the ROW DTLA commercial development. To the south of the Project Site is land zoned as C2-2D-RIO and M3-1-RIO. To the immediate south of Industrial Street, a mixed-use project, comprised of live/work units and commercial, retail, restaurant and art production space, is currently under construction; however, a majority of the other southern parcels are either vacant or include one- and two-story commercial or industrial buildings.

### 3. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the Project is to improve a series of underutilized parcels into a new production studio campus that would provide new television, video, and motion picture production facilities to retain production activities and jobs in Los Angeles while supporting the evolving needs of the entertainment industry for additional office space. The Project’s specific objectives are provided below.

- Develop an industrially zoned lot with uses, ancillary support amenities and a unique architectural design at an intensity which contributes to the economic vitality of the surrounding community.
- Provide production studio space to assist the greater Los Angeles region and the State of California to retain entertainment-related jobs and ease production studio occupancy levels within the greater Los Angeles area.
- Reduce vehicle miles traveled by providing a mixture of production support, office, soundstage, and other related job-creating uses on a single site near housing, amenities, and transportation in both the Arts District and Downtown Los Angeles.
- Minimize ground disturbance and associated air emissions while providing a right-size amount of vehicle parking.
- Contribute to the sustainment of the City of Los Angeles’ Arts District by creating a development providing production support and soundstage space that would

support the economic viability of the Arts District as well as artists residing in the vicinity of the Project Site.

## **4. Description of Project**

### **a. Project Overview**

As previously described, the Project includes the development of a new production studio campus at the southeastern corner of 6th Street and Alameda Street. The Project would include 16 studios, which would be grouped together within five studio buildings; three covered production support areas adjacent to the studio buildings; and two new office buildings. The Project could also include up to 8,000 square feet of retail, inclusive of up to 4,000 square feet of restaurant space. If included, the proposed retail area would be located within the ground level lobbies of the proposed office buildings. If this area is not used by a retailer, the area would be used as additional common area for the office tenants. For conservative environmental analysis purposes, this Draft EIR evaluates the potential retail and restaurant uses.

As summarized in Table II-1 on page II-9, the Project would comprise a total floor area of 675,611 square feet resulting in a FAR of 1.06:1. The Project would provide a minimum of 759 and up to a maximum of 800 vehicle parking spaces within a five-story parking structure and surface parking areas. The two existing warehouse structures, consisting of approximately 311,000 square feet, would be demolished as part of the Project.

### **b. Design and Architecture**

As illustrated in Figure II-3 on page II-10, the 16 studios would be organized around the Project Site within five studio buildings such that six studios within two studio buildings align with 6th Street and 10 studios within three studio buildings align with Wholesale Street (which is privately owned and zoned commercial). The two office buildings would anchor the two principal urban corners of the Project Site, at 6th Street and Alameda Street and at 6th Street and Mill Street. As depicted in Figure II-3, both office buildings would front onto 6th Street and would feature wrap-around lobbies extending down Mill Street and Alameda Street. Publicly accessible landscaped areas would be located along Mill Street and Alameda Street, extending south from 6th Street.

If realized, the potential retail space, comprising approximately 8,000 square feet of floor area, would be integrated into the lobby spaces of the proposed office buildings and would not be included in a separate structure. As shown in Figure II-3, the five-story parking structure would be located along Mill Street between one of the office buildings and a studio building.

**Table II-1  
Summary of Existing and Proposed Floor Area**

<b>Land Use</b>	<b>Floor Area</b>
<b>Existing (All to Be Removed)</b>	
Warehouse/Self-Storage to be Removed	311,000 sf
<b>New Construction</b>	
Studios	299,012 sf
Production Support (including Mill Space) <sup>a</sup>	69,192 sf
General Office	307,407 sf <sup>b</sup>
<b>Total Floor Area of New Construction Upon Completion</b>	<b>675,611 sf</b>
<b>Net Floor Area (with removal of existing uses)</b>	<b>364,611 sf</b>
<p><i>sf = square feet</i></p> <p><sup>a</sup> Mill Space is the area used for the construction of production sets.</p> <p><sup>b</sup> Includes potential 8,000-square-foot retail/restaurant space.</p> <p>Source: Eyestone Environmental, 2023.</p>	

The studio buildings, which would comprise a total of 299,012 square feet, would each be one story and have a maximum height of up to 57 feet to the top of the parapet (mechanical equipment could extend up to an additional 20 feet). The proposed covered production support areas would each sit between the studio buildings. Each of the covered production support areas would be one story and include electrical substations, Independent Distribution Frame (IDF) (data/information technology) rooms, restrooms, showers, and/or flexible mill and support uses. Each of the proposed covered production support areas would not exceed a height of 20 feet (mechanical equipment could extend up to an additional 6 feet).

The proposed office structures, which would comprise a total of 307,407 square feet, would each be five stories and up to 74 feet in height to the last occupiable floor (and up to 77 feet 6 inches to the top of the parapets; mechanical equipment could extend up to an additional 20 feet). As shown on Figure II-3 on page II-10, the office buildings would include a lobby on the ground floor with pedestrian access and shared mill space.<sup>8</sup> The second floor would be a balance of office uses along with amenity uses, including a kitchen, commissary, and an outdoor seating deck with planters. Levels 3 to 5 would include additional office space, and each office building would include open roof decks.

<sup>8</sup> Shared mill space refers to production set building space with equipment shared between productions.



**Figure II-3**  
Conceptual Site Plan

Figure II-4 through Figure II-7 on pages II-12 through II-15 provide conceptual elevations and renderings of the Project as viewed from the surrounding streets. As shown, the proposed design of the Project provides variable massing and a variety of materials and texture on the public-facing street façades. Wrapping the principal urban corners of each side of the Project Site at 6th Street and Alameda Street and at 6th Street and Mill Street, high-quality, transparent and engaging storefront glazing would clad the lobby of each creative office building at the street level. The studio buildings along 6th Street would utilize textured concrete and paint to create visual interest, and space would be provided for landscaping in front of each. Along Mill Street and Alameda Street, landscaped areas would provide additional green open space along the public right-of-way. On 6th Street, planters would be sized appropriately to accommodate trees and screening plants directly adjacent to studio building walls.

Additional design features, such as murals and landscaping, could be used to further enliven the appearance of these public facing façades. Along 6th Street at the mid-block, between two clusters of studio buildings, a low-rise covered support area would break up the studio building massing and improve the pedestrian scale of the sidewalk. Internally and externally, the Project would utilize high-quality materials in the design of the structures and landscaped common areas to create valuable office and production space, with all production-related noise contained within the Project's internal courtyards and "base camp"<sup>9</sup> areas.

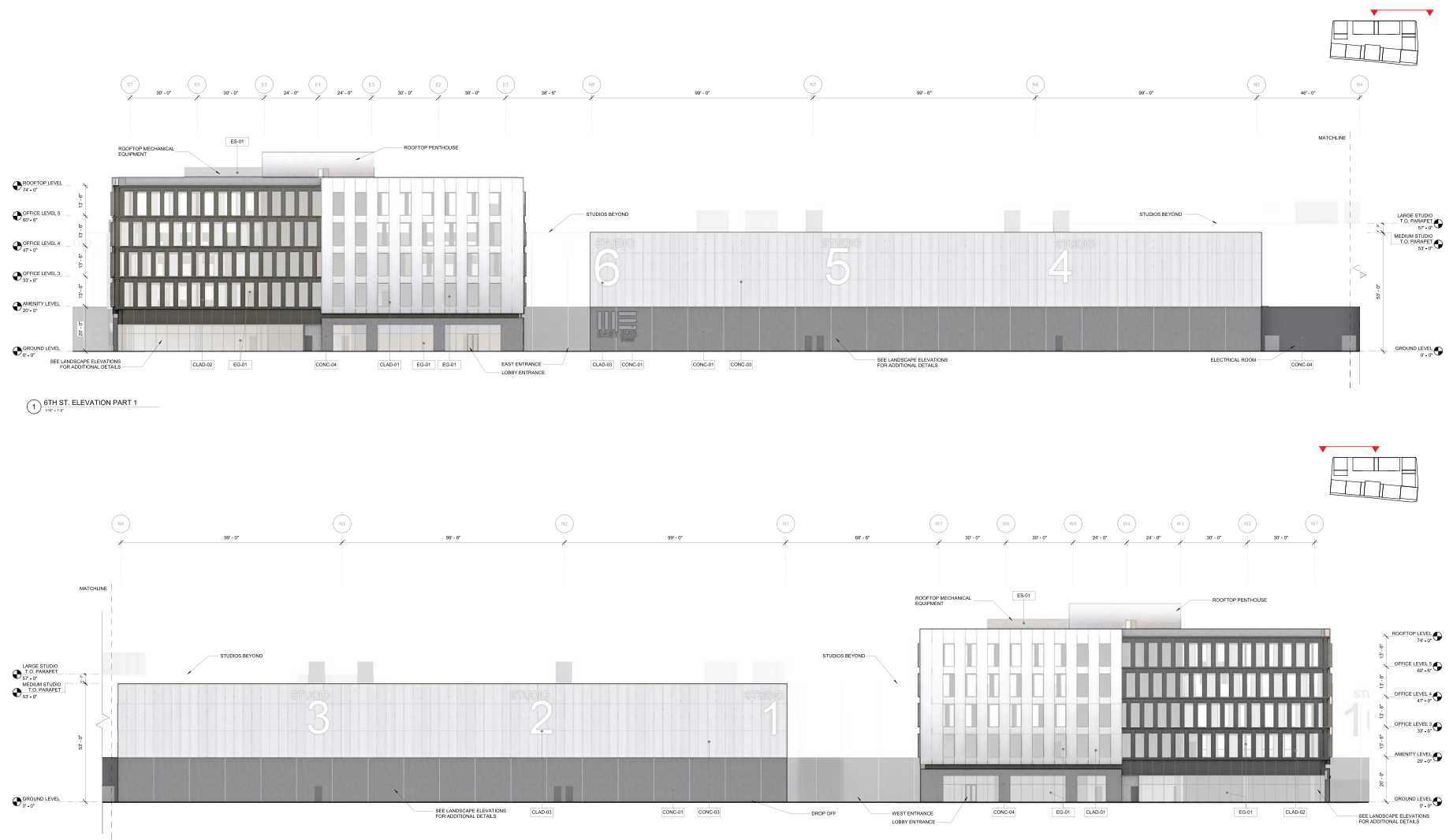
### c. Open Space and Landscaping

As a commercial development, the Project is not required to provide open space in accordance with the LAMC. Notwithstanding, the Project's landscaping and open space plan has been designed to enhance the public realm, create more effective transitions between off-site and on-site uses, and provide useable open space on-site for tenants. As shown in Figure II-8 on page II-16, landscaping and open space elements would be used to unify the various buildings and activities on the Project Site through a cohesive plant palette to be used along the streetscape, within the amenity decks, and within the roof decks of the proposed office buildings. Plantings would include resilient, drought-tolerant native and adaptive tree, shrub, and groundcover species, including shade trees.

---

<sup>9</sup> *Base camp areas are defined areas at, near, or within a filming location where critical production activities can be coordinated. These areas provide for active uses (including, but not limited to, loading, wardrobe, hair, make-up, craft service, etc.) and passive uses (including, but not limited to, parking, storage of mobile facilities, power generators, support vehicles, etc.) all related to production activities.*

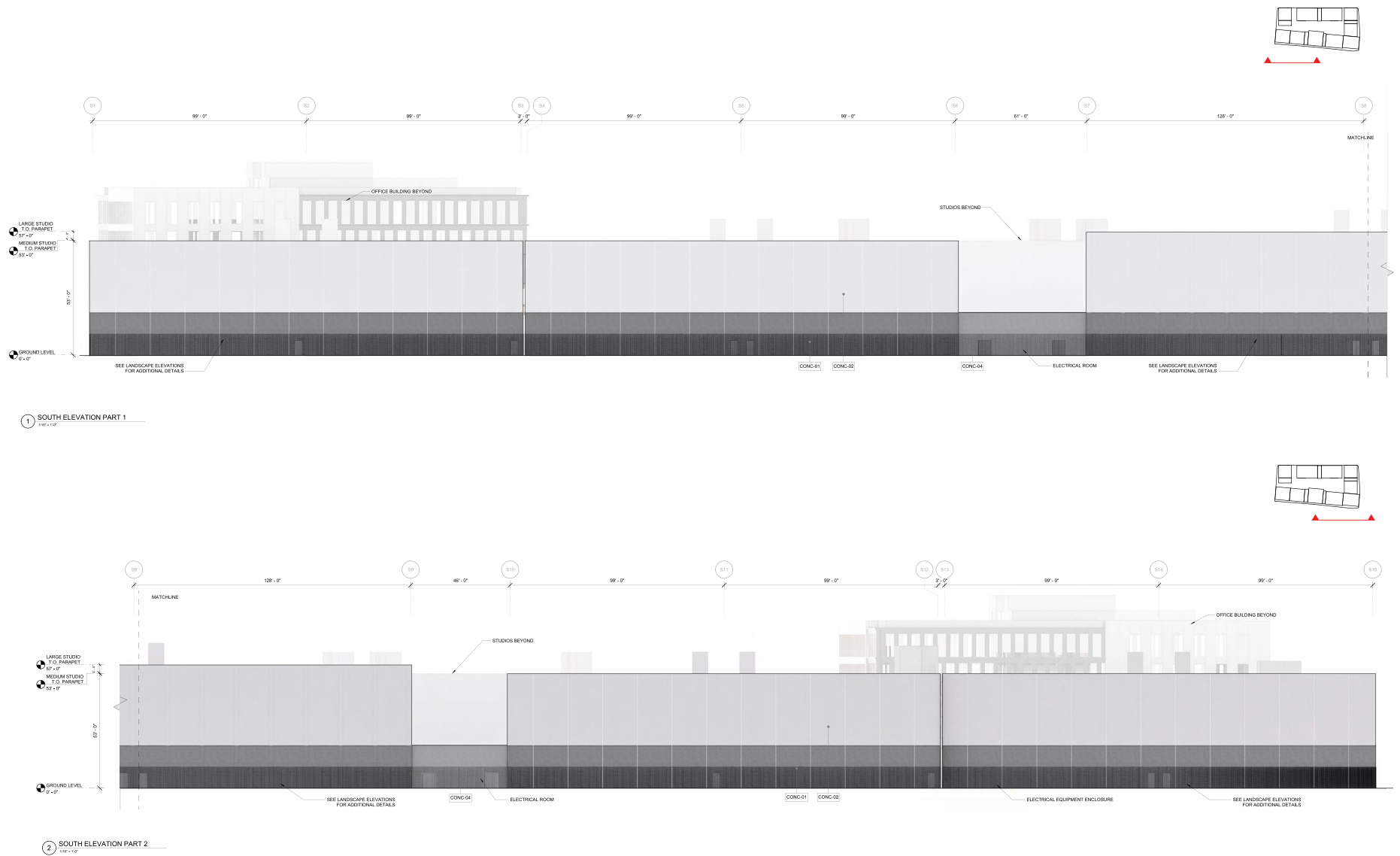




**Figure II-4**  
Conceptual Elevations – 6th Street



**Figure II-5**  
Conceptual Elevations – Mill Street and Alameda Street

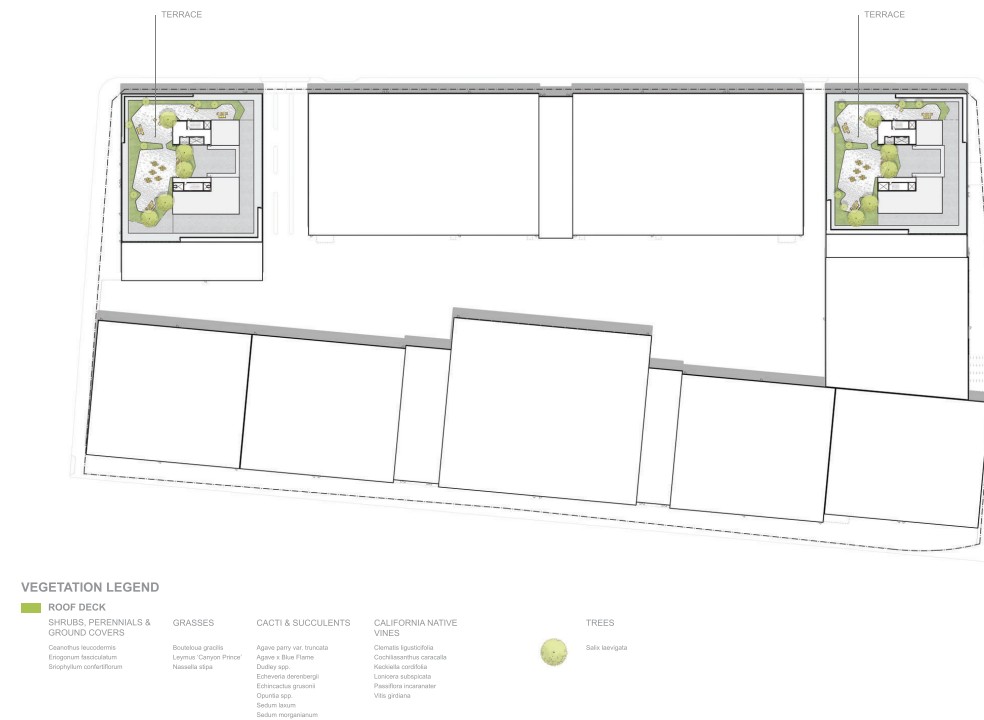


**Figure II-6**  
 Conceptual Elevations – Southern Boundary



**Figure II-7**  
Conceptual Renderings





Page II-16

The Project would also enhance the public realm through streetscape improvements that would create a cohesive visual identity for the Project Site and enhance the pedestrian experience, while providing for the unique security needs of a production studio. As shown in Figure II-8 on page II-16, the Project would include new landscaping along Alameda Street, 6th Street, and Mill Street. These perimeter areas would include landscaping, such as street trees and shrubs, lighting, and wayfinding signage. Along Alameda Street and Mill Street, proposed landscaped areas would add to the available public open space. In addition, the Project would include a landscaped amenity deck at the second level of each office building, which would provide ample open space for use by employees. Landscaped roof decks within each of the two office buildings would also be provided.

As part of the Project, the six existing street trees along Alameda Street would be removed. These existing trees would be replaced at a 2:1 ratio in accordance with City requirements. In addition, the Project would include the planting of additional trees along Alameda Street, 6th Street, and Mill Street to enhance the streetscape.

#### **d. Access, Circulation, and Parking**

Vehicular access to the Project Site would be provided from two main gated driveways along 6th Street (referred to as the West Gate and the East Gate), and two additional driveways on Mill Street. The West Gate would be located between the office building proposed on the western portion of the Project Site and one of the studio buildings, more than 200 feet from the 6th Street/Alameda Street intersection, and would provide separate lanes for truck and passenger vehicle access. The East Gate would be located between the office building proposed on the east side of the Project Site and one of the studio buildings, more than 200 feet from the 6th Street/Mill Street intersection, and would provide truck and passenger vehicle access. The northern gate on Mill Street would be for passenger vehicles accessing the parking structure and VIP access to the office building proposed on the east side of the Project Site. The southern gate on Mill Street would be for truck access to the base camp area of Studios 7 and 8. An Emergency Vehicle only lane would also be located along the southern boundary of the Project Site, with access driveways at Mill Street and Alameda Street. In addition, the Project would install a passenger loading area on 6th Street, which would be designed in compliance with LADOT's standards. Due to the unique security requirements of production studio campuses, pedestrian access to the campus would not be available to the general public. However, the proposed office buildings would include large lobbies at the ground level to enhance pedestrian activity along those street frontages while maintaining essential security. Should a retail or restaurant use be implemented in either office building, public access would be provided via the lobby entrances.

As previously described, parking within the Project Site would be provided in a five-story parking structure located along Mill Street and in surface parking areas located in the center of the Project Site that would be shielded from public view by the studio and office

buildings. Overall, the Project is anticipated to provide a minimum of 759 (344 surface and 415 structured) and a maximum of 800 vehicular parking spaces. Additionally, the Project would provide 173 bicycle parking stalls in accordance with LAMC requirements. Short-term bicycle parking would be located on Mill Street adjacent to a pedestrian gate and delivery driveway, while long-term bicycle parking would be provided adjacent to the office lobby. Lockers and showers associated with the long-term bicycle parking would be provided on the ground level of the office building at the corner of 6th Street and Mill Street.

### **e. Lighting and Signage**

All lighting would comply with current energy standards and codes while providing appropriate lighting levels to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed inward to minimize light spill-over to neighboring properties and the surrounding area while utilizing low-level exterior lights at the site perimeter, as needed, for aesthetic, security, and wayfinding purposes. Additionally, new street and pedestrian lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval by the Bureau of Street Lighting. Glass in building façades would be selected for qualities, such as low reflectivity, to reduce glare; energy efficiency to limit solar heat gain; high visibility for adequate light transmission; and acoustic performance to reduce noise from outside.

New signage would be integrated with and complement the overall aesthetic character of the proposed on-site development and the surrounding areas. Project signage could include general ground-level and wayfinding pedestrian signage along the Project Site perimeter; building identification signs; marquee and monument signs; pillar and pole signs; banners; and other sign types, such as on-site wall signs, internal digital on-site signage, murals, and studio graphics that are typical on production studios. Project signage may include both externally and internally lit signs, which would be required to comply with LAMC illumination regulations.

### **f. Site Security**

Project security would be achieved via a combination of physical and operational strategies aimed at providing a secure and safe working studio environment. Fencing, walls, landscaping, and other elements would be used to create a physical barrier at the perimeter of the Project Site to maintain the necessary privacy for certain production activities and ensure pedestrian safety. In addition, points of entry would be secured by elements, such as guard booths, key card passes, pedestrian and vehicular access controls, and site-wide lighting. Operational elements, such as 24-hour security, employee and visitor badging, and visual surveillance, would further enhance the security and safety of the studio. Office lobbies would also include security-controlled access.

## **g. 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). In compliance with code requirements, a number of specific sustainable design components would be incorporated into the Project, potentially including, but not limited to, Energy Star appliances; solar panels; 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 some outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking; use of daylighting, where feasible; and energy-efficient lighting. Such measures would address energy conservation, water conservation, and waste reduction.

## **h. 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 the maximum number of people permitted to attend an event. Regardless of the type of PDF, PDFs can be shown on a project's plan set and/or establish a voluntary restriction that a project shall 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 or reduce a project impact. The Project includes energy conservation features and noise controlling PDFs to be implemented during construction and operation, safety-related PDFs that would require additional crime prevention features in consultation with the City of Los Angeles Police Department, water conservation PDFs that would require the installation of water conservation features, and transportation PDFs that would require a Construction Traffic Management Plan as well as pedestrian warning systems.

## **i. Anticipated Construction Schedule**

Project construction would begin with the demolition of the existing warehouse structures. The next phase of construction would include grading of the Project Site to prepare for building construction. The foundations would then be laid, followed by building construction, and then finally paving and landscaping installation. Project construction is



anticipated to commence in 2024 and be completed in 2026. It is estimated that approximately 40,000 cubic yards of export would be hauled off the Project Site.

## **5. Requested Permits and Approvals**

The list below includes the anticipated requests for approval of the Project. This EIR analyzes the Project's potential environmental impacts 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:

- Pursuant to Section 12.24 U.14 of the LAMC, a Vesting Conditional Use Permit for a Major Development Project creating more than 100,000 square feet of non-residential/non-warehouse uses in the M3 Zone.
- Pursuant to Section 16.05 of the LAMC, Site Plan Review for a project resulting in a net increase of more than 50,000 square feet in non-residential floor area.
- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for the merger and resubdivision of three lots into one lot for industrial and commercial condominium purposes.
- Other discretionary and ministerial permits that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.