DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: May 14, 2020
Time: After 8:30 a.m.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting cpc@lacity.org

Public Hearing: March 11, 2020

Appeal Status: Vesting Zone Change is appealable by the applicant to the City Council if disapproved in whole or in part. All other actions are appealable to City Council by any party

Expiration Date: June 3, 2020
Multiple Approval: Yes

Case No.:	CPC-2016-3692-VZC-MCUP-SPR
CEQA No.:	ENV-2016-3693-MND
Related Cases:	VTT-74602
Council No.:	10 – Wesson
Plan Area:	Wilshire
Specific Plan:	N/A
Certified NC:	Wilshire Center-Koreatown
GPLU:	Regional Center Commercial
Existing Zone:	C4-2, P-2, PB-2
Proposed Zone:	C4-2
Applicant:	Central Plaza, LLC
Representative:	Edgar Khalatian Mayer Brown, LLP

PROJECT LOCATION: 3432-3470 West Wilshire Boulevard, 659-699 South Mariposa Avenue, 3265-3287 West 7th Street, 666-678 South Irolo Street

PROPOSED PROJECT: Demolition of the existing three-story parking structure; and the construction, use, and maintenance of a 23-story mixed-use building and a 28-story mixed-use building, on top of a podium that is four stories above grade and two stories subterranean. The mixed-use development will include 640 apartment units, 10,738 square feet of commercial floor area, 1,921 vehicular parking spaces (714 residential and 500 commercial spaces, with 707 existing spaces to remain), 500 residential bicycle parking spaces and 1,340 commercial bicycle parking spaces. The applicant volunteered to provide 32 units (5%) to be reserved for Moderate Income Households. The proposed maximum floor area ratio would be 4.65:1. The project propose to remove 19 non-protected street trees and 24 non-protected trees on-site. The amount of soils removed or exported is approximately 137,000 cubic yards.

REQUESTED ACTION:

1. **FOUND**, pursuant to CEQA Guidelines Sections 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-3693-MND ("Mitigated Negative Declaration"), the Errata to the Mitigated Negative Declaration, dated March 2, 2020 and March 10, 2020, and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **FOUND**, the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **FOUND** the mitigation measures have been made enforceable conditions on the project; and **ADOPTED** the Mitigated Negative Declaration, the Errata to the Mitigated Negative Declaration, dated March 2, 2020 and March 10, 2020, and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

2. Pursuant to LAMC Section 12.32 Q, a **Vesting Zone Change** from P-2 and PB-2 to C4-2.

3. Pursuant to LAMC Section 12.24 W.1, a **Master Conditional Use** to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption for up to two establishments.

4. Pursuant to LAMC Section 16.05, **Site Plan Review** approval for a development project that results in an increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. **FIND**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-3693-MND, the Errata to the Mitigated Negative Declaration, dated March 2, 2020 and March 10, 2020, and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **FIND** the Mitigated Negative Declaration and the Errata to the Mitigated Negative Declaration, dated March 2, 2020 and March 10, 2020, reflect the independent judgment and analysis of the City; **FIND** the mitigation measures have been made enforceable conditions on the project; and **ADOPT** the Mitigated Negative Declaration, the Errata to the Mitigated Negative Declaration, dated March 2, 2020 and March 10, 2020, and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;

2. **Approve** and **Recommend** the City Council to **Approve** a **Zone Change** from P-2 and PB-2 to (T)(Q)C4-2D.

3. **Approve** a **Master Conditional Use** to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption for up to two establishments.

4. **Approve** a **Site Plan Review** for a development project that results in an increase of 50 or more dwelling units.

5. **Adopt** the Conditions of Approval.

6. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Jane Choi, AICP, Principal City Planner

Iris Wan, City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Requirements for submission of materials can be found on the Department of City Planning website at https://planning.lacity.org/about/virtual-commission-instructions. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than seven working days prior to the meeting by calling the Commission Secretariat at (213) 978-1295.

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Entitlement Findings
CEQA Findings

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Exhibits:
A – Project Plans (January, 2020)
B – Maps
Vicinity Map
Radius Map
ZIMAS Map
C – Mitigated Negative Declaration *(Available on Department of City Planning Website)*
ENV-2016-3693-MND and appendices link:
https://planning.lacity.org/odocument/823fc520-d985-4bc0-98a2-24d9817997c9/Pub_020620.htm
Mitigation Monitoring Program
Errata dated March 2, 2020
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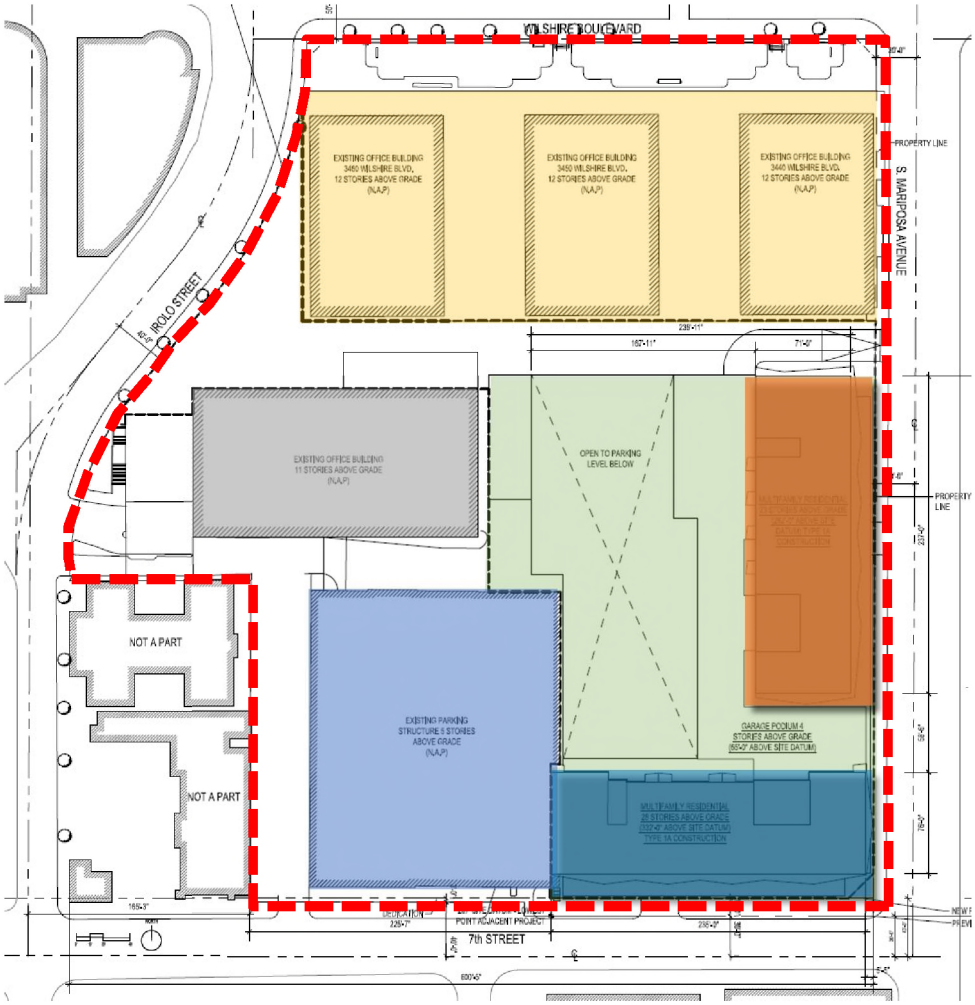
D – Site Photographs

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project includes the demolition of the existing three-story parking structure, for the construction, use, and maintenance of a 23-story mixed-use building and a 28-story mixed-use building, on top of a podium that is four stories above grade and two stories subterranean. The new buildings are located at the southeast corner of the project site, with frontages along Mariposa Avenue and 7th Street. The mixed-use development will include 640 apartment units, 10,738 square feet of commercial floor area, 1,921 vehicular parking spaces (714 residential and 500 commercial spaces, with 707 existing spaces to remain), 500 residential bicycle parking spaces and 1,340 commercial bicycle parking spaces. The project will provide 32 units (5%) reserved for Moderate Income Households. The proposed maximum Floor Area Ratio would be 4.65:1. The project proposes to remove 19 non-protected street trees and 24 non-protected trees on-site. The amount of soil to be removed or exported is approximately 137,000 cubic yards.



Existing three 12-story office buildings to remain (historic)	
Existing one 11-story office building to remain (non-historic)	
Existing 5-story parking garage to remain	
Proposed 4-story podium (new construction)	
Proposed 23-story mixed-use Tower 1 (new construction)	
Proposed 28-story mixed-use Tower 2 (new construction)	

Existing Office Buildings and Parking Structures

The project site is approximately 7.3 acres in size and currently developed with four commercial office buildings with ground floor retail uses that front West Wilshire Boulevard and South Irolo Street (the "Existing Office Buildings"), a three-story parking structure, and a five-story parking structure. The Existing Office Buildings contain approximately 760,456 feet of commercial uses. The three-story parking structure contains approximately 1,191 vehicle parking spaces. The five-story parking structure contains approximately 707 vehicle parking spaces. No residential units exist on the subject property.

New Commercial Uses

The new mixed-use development proposes approximately 5,538 square feet of ground floor retail uses comprised of the following:

- A 1,073 square feet (16 feet in height) commercial kiosk located along Irolo Street
- A 805 square feet (16 feet in height) commercial kiosk located along the pedestrian promenade between the existing office buildings and proposed mixed-use development, west of the vehicular entrance along South Mariposa Avenue
- 3,660 square feet of ground floor commercial space located along the pedestrian promenade between the existing office buildings and proposed mixed-use development

Restaurant, Bar and Related Uses

The mixed-use development proposes 5,200 square feet of restaurant, bar, and related uses comprised of the following:

- Unit A: A 3,700 square feet ground floor restaurant containing 114 indoor seats, and 24 outdoor seats with a 900 square-foot outdoor patio, located along South Mariposa Avenue;
- Unit C: A 1,500 square feet ground floor restaurant containing 48 indoor seats, and 20 outdoor seats with a 500 square-foot outdoor patio, located to the east of Unit A with store frontage along the pedestrian promenade between South Mariposa Avenue and Irolo Street

Residential Uses

The mixed-use development proposes approximately 701,315 square feet of residential uses comprised of 640 units of apartment units.

Density

Pursuant to LAMC Section 12.22 A.18 (a), any CR, C1, C1.5, C2, C4, or C5 Zone within an area designated as "Regional Center" or "Regional Commercial" is permitted R5 uses. The project site has an existing underlying land use designation of Regional Center Commercial, and with the requested Vesting Zone Change would rezone portions of the site from P-2 and PB-2 Zones to a C4-2 Zone. Developments at the R5 density requires a minimum of 200 square feet per dwelling unit. The project site has a lot area of 316,438 square feet post dedications. With the approval of the requested Vesting Zone Change, the maximum density permitted would be 1,582 dwelling units. The project proposes a total of 640 residential dwelling units.

Building Height and Floor Area

The proposed project is comprised of four main components: a new 23-story mixed-use tower and a new 28-story mixed-use tower above a garage podium that is four stories above grade and two stories subterranean, and 10,738 square feet of commercial uses.

The 23-story mixed-use building (Tower 1) is 282 feet in height and includes 279 apartment units with 311,296 square feet of residential floor area, located on the east portion of the site, fronting South Mariposa Avenue. The 28-story (Tower 2) mixed-use building is 332 feet in height and includes 361 apartment units with 380,474 square feet of residential floor area, located on the south portion of the site, fronting 7th Street. Tower 1 and Tower 2 will share a podium with amenity space and four stories of above-grade (65 feet in height) and two stories of below-grade parking garage. In addition, approximately 9,545 square feet of residential floor area and 8,860 square feet of commercial uses will be located at grade within the podium. Approximately 1,878 square feet of commercial uses will be located along the pedestrian paseo.

In total, the project proposes an addition of 712,053 square feet of new floor area, for a total of 1,472,509 square feet. The maximum Floor Area Ratio (FAR) is 4.65:1.

Proposed Development Program

Land Uses	Dwelling Units/Rooms	Floor Area (Square Feet)
Existing Commercial Uses		
Four Commercial Office Buildings	none	*760,456 sf*
Proposed Apartment Units		
Studio Units	441	
Two-Bedroom Units	199	
Dwelling Units Total:	*640 units*	
Total Residential Floor Area:		*701,315 sf*
Commercial		
Restaurant	none	*5,200 sf*
Ground Floor Retail	none	*5,538 sf*
Total Commercial Floor Area:		*10,738 sf*
Total Proposed Floor Area (New):		*712,053 sf*
TOTAL:		**1,472,509 sf (4.65:1 FAR)**

The project site is currently located within Height District No. 2 and permits a 6:1 FAR. Height District 2 provides for unlimited height for the development in commercial zones. As part of the proposed project, the applicant requests a Vesting Zone Change from P-2 and PB-2 to C4-2. As conditioned, a new "D" Limitation for the project site would limit the FAR to 4.65:1 across the entire project site, with a maximum building height of 282 feet for Tower 1 and 332 feet for Tower 2. The FAR proposed is inclusive of the existing buildings which will remain on site. The proposed density is lower than the 6:1 FAR otherwise permitted and is consistent with the Wilshire Community Plan General Plan Land Use Map, which corresponds with the Regional Center Commercial land use designation.

Setbacks

The project site is a through lot, with frontages along Wilshire Boulevard and 7th Street. Pursuant to LAMC Section 12.16 (C4 Zone), no front yard setback is required. Pursuant to LAMC Section 12.22 A.18, no yard requirements shall apply to the residential portions of buildings, including the residential use, located on lots in the CR, C1, C1.5, C2, C4 and C5 Zones used for combined commercial and residential uses, if such portions abut a street. Accordingly, no setbacks are provided along the southern property line fronting 7th Street and the eastern property line along Mariposa Avenue as no setbacks are required. The residential towers are located above the four-story podium, which consists of commercial uses on the ground floor and parking levels located on the 2nd through 4th levels. The first residential floor begins on Level 5 which includes habitable rooms and common amenity spaces.

Open Space and Landscaping

The project is proposing 441 studio units and 199 two-bedroom units. Based on the 640 residential apartment units proposed, the project is required to provide a minimum of 68,975 square feet of useable open space. The project proposes approximately 25,882 square feet of outdoor open space, which includes 17,882 square feet of amenity deck located on the 5th floor and 8,000 square feet of amenity decks on the roof levels. In addition, approximately 25,850 square feet of private balconies are proposed. The project will provide approximately 17,835 square feet of indoor open space, which includes 4,475 square feet of residential amenity space on the ground floor, 4,785 square feet of gym and amenity lounges on the 5th floor, and 8,575 square feet of amenity spaces on the roof levels.

Pursuant to LAMC 12.21 G.2, a minimum of 25 percent of the common open space area, or approximately 8,622 square feet, shall be planted with ground cover, shrubs or trees. The project is also required to provide 160 trees. As shown on the landscape plans, the project will provide eight new street trees along South Mariposa Avenue, two new canopy trees located along Irolo Street, and one new canopy tree located along the pedestrian promenade, for a total of eleven trees on the ground floor. A total of 91 new trees are proposed on the 5th floor, which includes seven canopy trees and 84 screen trees. On the roof decks, 58 new trees are proposed. Landscaped planters and ground covers are proposed along the perimeter of the project site, with 27 palm trees proposed along the pedestrian promenade and amenity decks.

Residential Automobile Parking

LAMC Section 12.21 A.4(a) requires at least one parking space for each dwelling unit of less than three habitable rooms; one and one-half parking spaces for each dwelling unit of three habitable rooms; and two parking spaces for each dwelling unit of more than three habitable rooms. The project includes 441 studio units with less than three habitable rooms, and 199 two-bedroom units with more than three habitable rooms, and is therefore required to provide at minimum of 839 vehicular parking spaces for residential uses. Per the Bicycle Ordinance (Ordinance No. 182,386), the applicant is requesting to replace 15 percent of the required residential automobile parking spaces with bicycle parking spaces. The project will provide 714 residential vehicular parking spaces. As conditioned, the project is required to provide EV spaces and EV charging stations pursuant to Chapter IX of the LAMC.

Commercial Automobile Parking

LAMC 12.21 A.4(x)(3) requires at least two parking spaces for every one thousand square feet of combined gross floor area of commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development building on any lot. The project site consists of approximately 760,456 square feet of existing commercial uses and the proposed project consists

of 10,738 square feet of new commercial uses, and is therefore required to provide 1,542 automobile parking spaces for the commercial uses. The applicant is requesting to replace 21.7 percent of the required commercial automobile parking spaces with bicycle parking spaces. The project will provide 1,207 commercial vehicular parking spaces. As conditioned, the project is required to provide EV spaces and EV charging stations pursuant to Chapter IX of the LAMC.

In total, the project would be required to provide 1,921 parking spaces, and the project proposes a total of 1,921 vehicular parking spaces, inclusive of the 707 parking spaces located in the five-story parking structure, to serve the site.

Summary of Required and Proposed Automobile Parking Spaces

Description	Quantity	Rate	Spaces
Residential Uses			
Residential < 3 habitable rooms	441 units	1 per unit	**441**
Residential = 3 habitable rooms	0 units	1.5 per unit	0
Residential > 3 habitable rooms	199 units	2 per unit	**398**
		Subtotal	839
		Bicycle Reduction (15% Residential)	-125
		Total Residential Required	**714**
Commercial Uses			
Existing to Remain	760,456 sf	1 per 500 sf	**1,521**
New Commercial	10,738	1 per 500 sf	**21**
		Subtotal	1,542
		Bicycle Reduction (21.7% Commercial)	-335
		Total Commercial Required	**1,207**
		Existing Construction (five-story parking structure)	707
		New Construction (714 Residential and 500 Commercial spaces)	1,214
		Total Provided	**1,921**

The project site currently maintains four vehicular driveways that provide access to the existing uses on site. Two full access driveways are located on Mariposa Avenue. One full access driveway is located on 7th Street. One full access driveway is located on Irolo Street. The project proposes to remove one driveway located near the intersection of Mariposa Avenue and 7th Street, which only serves the three-story parking structure proposed for demolition. Five vehicular driveways will service the project site: an existing driveway on Mariposa Avenue for commercial entrance, a new driveway on Mariposa Avenue for residential entrance and loading, a new driveway on 7th Street to provide access to Level B1 of the new subterranean parking garage, an existing driveway along 7th Street to provide vehicular access to the five-story parking structure, and the existing driveway along Irolo Street to remain. The commercial loading area will be located between the existing 11-story office building and new development, with vehicular ingress/egress along Irolo Street. As conditioned, the commercial loading area shall be subject to LADOT approval.

Bicycle Parking

LAMC Section 12.21 A.16(a)(2) requires commercial bicycle parking to be provided at one short-term bicycle parking space per 2,000 square feet of floor area, and one long-term bicycle parking space per 2,000 square feet of floor area, for general restaurants and retail stores. LAMC Section 12.21 A.16(a)(1) requires residential bicycle parking to be provided according to the ratios specified for each marginal increment of dwelling units specified in Table 12.21 A.16(a)(1)(i) per the following:

Table 12.21 A.16.(a)(1)(i)
Required Short-term and Long-term Bicycle Parking Spaces by Residential Dwelling Unit

Dwelling Units	Short-term Spaces	Long-term Spaces
1 - 25	1 space per 10 units	1 space per unit
26 - 100	1 space per 15 units	1 space per 1.5 units
101 - 200	1 space per 20 units	1 space per 2 units
201+	1 space per 40 units	1 space per 4 units

New or existing automobile parking spaces required by LAMC for all uses may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. The applicant is seeking to reduce the required automobile parking spaces by providing bicycle parking spaces. The required residential parking spaces is reduced by 125 spaces, and providing 500 residential bicycle parking spaces as replacement. The required commercial parking spaces is reduced by 335 spaces, and providing 1,340 commercial bicycle parking spaces as replacement. The project will provide a total of 1,840 bicycle parking spaces.

Summary of Required and Proposed Bicycle Parking Spaces

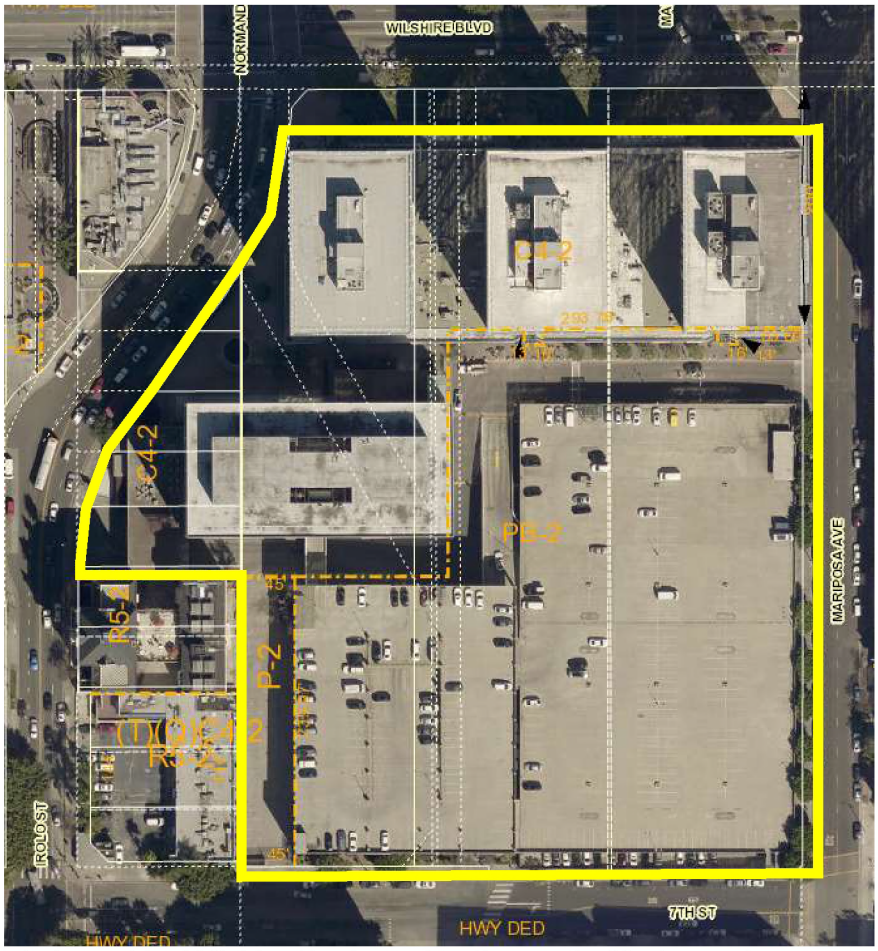
Description	Rate	Required	Provided
Residential Uses			
Short-term			
1 – 25 Units	1 space per 10 units	2.5	2
26 – 100 Units	1 space per 15 units	5	5
101 – 200 Units	1 space per 20 units	5	5
201+ Units	1 space per 40 units	11	11
Subtotal Residential Short-term		**23**	**23**
Long-term			
1 – 25 Units	1 space per / unit	25	25
26 – 100 Units	1 space per / 1.5 units	50	50
101 – 200 Units	1 space per / 2 units	50	50
201+ Units	1 space per / 4 units	110	110
Subtotal Residential Long-term		**235**	**235**
Residential Automobile Replacement (125 x 4)		**500**	**500 (23 + 477)**
		Total Residential	**500**

Commercial Uses			
Short-term	1 space / 2,000 sf	5	5
Long-term	1 space / 2,000 sf	5	5
Existing Commercial Automobile Replacement (333 x 4)			1,332
Proposed Commercial Automobile Replacement (2 x 4)			8
Total Commercial			**1,340**
Total Bicycle Spaces Provided			**1,840**

BACKGROUND

Subject Site

The subject site is an irregular shaped lot, consisting of 6 subdivided lots and a non-subdivided remainder, with approximately 320,534 square feet (7.3 acres) of lot area. The net lot area after dedication is 316,438 square feet or 7.26 acres. The site is located within the Wilshire Community Plan area, zoned C4-2, PB-2, and P-2, with a land use designation of Regional Center Commercial. The site also located in the Transit Priority Area (ZI-2452), Los Angeles State Enterprise Zone (ZI-2374), and the Wilshire Center/Koreatown Redevelopment Project Area (ZI-



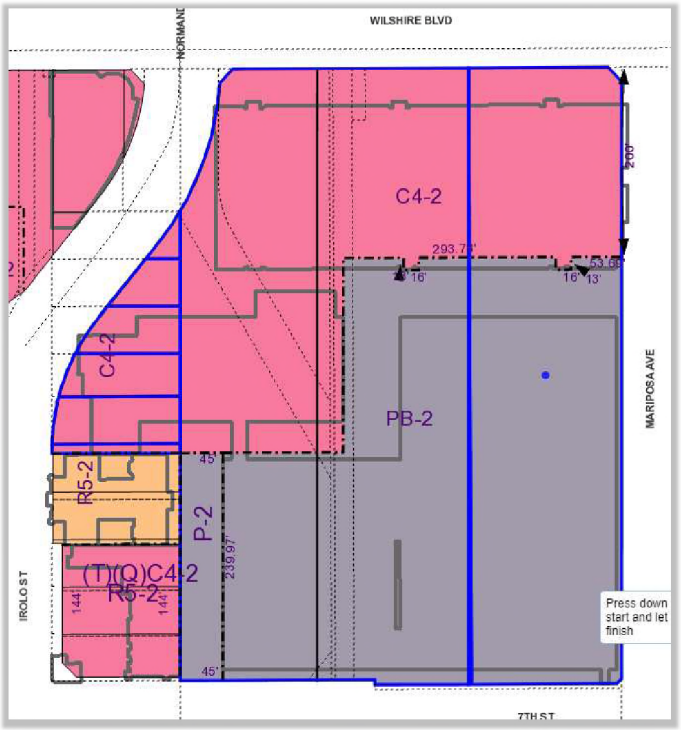
2488). The site is bound by Wilshire Boulevard to the north, Mariposa Avenue to the east, Irolo Street to the west, and 7th Street to the south. Regionally, the project site is approximately 1.65 miles north of the Santa Monica (I-10) Freeway, approximately 1.3 miles south of the Hollywood (US-101) Freeway, and approximately 2.1 miles west of the Harbor (I-110) Freeway.

Existing Development

The site is currently developed with four commercial office buildings with ground floor retail. The existing office buildings contain approximately 760,456 square feet of commercial floor area. Three of these office buildings front Wilshire Boulevard and one fronts Irolo Street. The three office buildings which front Wilshire Bouelvard, located at 3440 – 3460 Wilshire Boulevard, were previously found eligible for historic listing through survey evaluation. The buildings were constructed by the Tishman Realty and Construction Company in 1952 and designed by Los Angeles Architect Claud Beelman. Set behind a flat, landscaped plaza fronting Wilshire Boulevard, the three identical 12-story office towers aligned horizontally above a shared podium base. These buildings are of the earliest examples of post-World War II Corporate Modern architecture in Los Angeles. The structures were found eligible for listing in the National Register through survey evaluation in 2009. Analysis of potential impacts to historical resources reveals that the project will not demolish, alter or relocate any historic resource on site and will not result in substantial adverse changes that reduce the integrity or significance of historic resources on site. The Historic Resources Technical Report prepared by Historic Resources Group (November, 2018) was reviewed by the Department of City Planning Office of Historic Resources, which concurred with the conclusions and recommended for adoption of the report findings.

The site is also maintained by two parking structure: a five-story parking structure with vehicular access off 7th Street and a three-story parking structure with vehicular access of Mariposa Avenue. The five-story parking structure contains 707 vehicular parking spaces and the three-story parking structure contains 1,191 vehicular parking spaces. The four existing office buildings and five-story parking structure would remain as part of the project, while the three-story parking structure is proposed to be demolished. There are no existing residential units on site.

Existing Zoning and Land Use Designation



The project site is located within the Wilshire Community Plan area, which designates the site with Regional Center Commercial land use designation. The land use designation lists the CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5 Zones as the corresponding zones. The

project site is zoned P-2, PB-2 and C4-2, which is consistent with the land use designation. The project site is currently located within Height District No. 2 and permits a 6:1 FAR. Height District 2 provides for unlimited height for the development in commercial zones.

Surrounding Properties

North: Properties to the north across Wilshire Boulevard are designated with Regional Center Commercial and zoned C4-2. Uses include the Wilshire Christian Oasis Church (634 Normandie), Consulate General of Indonesia (3457 Wilshire), and a mid-rise office building (3435 Wilshire).

East: Properties to the east across Mariposa Avenue are designated with Regional Center Commercial land uses and zoned C4-2 and R5-2. Uses include a mid-rise office building (3424 Wilshire), 3-level parking structure (684 Mariposa), two-story multi-family residential building (662 Mariposa), and two-story multi-family residential building (688 Mariposa), and the Robert F. Academy Community Schools (700 Mariposa).

South: Properties to the south across 7th Street are designated with Regional Center Commercial land uses and zoned R5-2. Uses include several multi-family residential buildings (five-story building on 701 Mariposa, five-story building on 706 Normandie, 7-story building on 715 Normandie, and three-story building on 700 Irolo).

West: Properties to the west immediately adjacent to the project site are designated with Regional Center Commercial land uses and zoned R5-2 and (T)(Q)C4-2. Uses include a two-story commercial center with retail and restaurants (698 Irolo) and seven-story Picadilly Apartments multi-family residential building (682 Irolo).

Streets and Circulation

Wilshire Boulevard, a designated Avenue I, is dedicated to a width of 100 feet and is improved with a roadway width of 70 feet, and improved with curb, gutter, and sidewalk.

South Mariposa Avenue, a designated Local Street, is dedicated to a width of 60 feet and is improved with a roadway width of 36 feet, and improved with curb, gutter, and sidewalk.

7th Street, a designated Avenue II, is dedicated to a width of 86 feet and is improved with a roadway width of 56 feet, and improved with curb, gutter, and sidewalk.

Irolo Street, a designated Avenue III, is dedicated to a width of 72 feet and is improved with a roadway width of 46 feet, and improved with curb, gutter, and sidewalk.

Public Transit

The project site is located within 1,500 feet from the Wilshire/Normandie Metro Station for the Metro Purple Line. The Wilshire Bus Rapid Transit has stops located approximately 300 feet from the proposed development at Wilshire Boulevard and Normandie Avenue. The bus stop for Metro Local Line 20 is located adjacent to the project site at Wilshire Boulevard and Normandie Avenue. The Wilshire/Normandie street corner also has a stop for Metro Bus Line 720.

Relevant Cases

Subject Property:

Case No. VTT-74602 – On March 25, 2020, the Deputy Advisory Agency approved a Vesting Tentative Tract Map for the merger of six divided lots and a non-subdivided remainder, into one (1) ground lot and five (5) airspace lots comprised of: (1) a master lot with a lot area of 316,438 square feet; (2) Airspace Lot 2 with 640 apartment units; (3) Airspace Lot 3 with an allocation of two commercial condominiums with 2,360 square feet of commercial space; (4) Airspace Lot 4 designated for vehicular parking; (5) Airspace Lot 5 for the existing five-story parking structure; (6) Airspace Lot 6 with an allocation of two commercial condominiums with 3,700 square feet of commercial space. On April 3, 2020, one appeal was filed by Lozeau Drury LLP on behalf of Supporter's Alliance for Environmental Responsibility. On April 6, 2020, a second appeal was filed by Katelyn Scanlan, represented by Jennifer Wong.

Case No. ZA-2015-385-CUB: On March 24, 2016, the Associated Zoning Administrator approved a Conditional Use to permit the sale of a full line of alcoholic beverages for on-site consumption in conjunction with a restaurant with karaoke entertainment located at 3470 West Wilshire Boulevard, Suite B-1.

Case No. ZA-2011-2411-ZV: On March 5, 2012, the Associated Zoning Administrator approved a Zone Variance to allow a change of use from an existing office space to a health/fitness club, located at 3470 West Wilshire Boulevard.

Case No. ZA-2010-234-CUB: On August 12, 2011, the Associated Zoning Administrator approved a Conditional Use to permit the full line of alcoholic beverages for on-site consumption in conjunction with an expansion of an existing restaurant, located at 3470 West Wilshire Boulevard, Unit 1.

Case No. ZA-2007-3903-CUB: On November 28, 2007, the Associated Zoning Administrator approved a Conditional Use to permit the sale of beer and wine for on-site consumption in conjunction with an existing restaurant, located at 3450 West Wilshire Boulevard.

Case No. ZA-2006-2921-CUB: On September 22, 2006, the Associated Zoning Administrator denied a Conditional Use to permit the sale of full line of alcoholic beverages for on-site consumption in conjunction with a restaurant and karaoke lounge, located at 3470 West Wilshire Boulevard.

Case No. ZA-2002-1564-CUB: On December 19, 2002, the Associated Zoning Administrator denied a Conditional Use to permit the sale of full line of alcoholic beverages for on-site consumption in conjunction with a restaurant with karaoke seating for 75 patrons, located at 3470 West Wilshire Boulevard.

Surrounding Properties within a 500-foot radius:

Case No. ZA-2019-5661-CU: On September 23, 2019, an application was filed for a Conditional Use for relief from the commercial corner regulations to permit a 24-hour operation, in lieu of the otherwise permitted hours between 11 p.m. and 7 a.m., for a proposed convenience market, located at 3500 W. Wilshire Boulevard.

Case No. ZA-2016-4254-ZV-ZAA-SPR-MSC: On September 27, 2017, the Zoning Administrator approved a Zone Variance to allow 21 of the required parking stalls to be compact in lieu of standard size; a waiver from the minimum additional 10-inch stall width for 48 of the required parking stalls; a Zoning Administrator Adjustment to permit a five-foot front yard in lieu of the required 15 feet; a Zoning Administrator Adjustment to permit a seven-foot, six-inch side yard in lieu of the required 16 feet; a Zoning Administrator Adjustment to permit a 10-foot rear yard in lieu of the required 20 feet; a Zoning Administrator Adjustment to permit a reduced passageway of 0 feet in lieu of 20 feet; a Site Plan Review for the development of

over 50 dwelling units; and a Director's Decision to permit a 10 perfect reduction from the open space requirement, located at 662-682 S. Ardmore Avenue.

Case No. CPC-2016-341-VZC-ZAA-SPR: On June 30, 2017, the City Planning Commission approved a Vesting Zone Change from C2-2, R5-2, P-2, and C4-2 to (T)(Q)C4-2, a Zoning Administrator's Adjustment to permit zero side yard setback for levels 1 through 5 of the proposed residential parking structure, and Site Plan Review, for a new 14-story and a 32-story mixed-use development with a total of 428 residential dwelling units and 31,689 square feet of commercial space, located at 3545, 3539-3551 W. Wilshire Boulevard, and 601, 611, 619, 627, 637, and 645 S. Ardmore Avenue.

Case No. ZA-2014-296-CUB: On June 28, 2016, the Associate Zoning Administrator approved a Conditional Use to permit the sale and dispensing of beer and wine only for on-site consumption with a new restaurant/bar and a food hall/dining area on the second floor of a commercial building, and a Conditional Use to permit extended hours of operation beyond the hours of 7 a.m. to 11 p.m. within the Mini-Shopping Center, located at 3500 W. Wilshire Boulevard, Suite 201.

Case No. ZA-2015-385-CUB: On March 24, 2016, the Associate Zoning Administrator approved a Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with a new restaurant with karaoke entertainment, located at 3470 Wilshire Boulevard, Unit B-1.

Case No. ZA-2012-1374-CUB-CUX-ZAA: On January 18, 2013, the Associate Zoning Administrator approved a Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption at seven venues of a hotel; a Conditional Use to permit public dancing in a cocktail lounge, and a Zoning Administrator Adjustment to permit outdoor seating to encroach into a 5-foot building line setback along Wilshire Boulevard, located at 3515 Wilshire Boulevard.

Case No. ZA-2010-234-CUB: On August 12, 2011, the Associate Zoning Administrator approved a Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with the expansion of an existing restaurant, located at 3470 Wilshire Boulevard, Unit 1 and basement.

Project Design

Urban Design Studio: Professional Volunteer Program

The proposed project was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on March 21, 2017. The following issues, concerns, and recommendations were discussed regarding the project design:

Podium Parking

- Viability of proposed green wall on the parking podium levels.

Mixed-Use Towers

- Proposed design of the tower and the base levels do not work together in terms of materials proposed.
- No design dialogue between the proposed buildings and the three existing office buildings along Wilshire.
- Redesign the commercial gateway along Wilshire Boulevard.

- New retail areas primarily along Wilshire Boulevard should include outdoor seating and other pedestrian amenities to allow for visual permeability, not covered or enclosed seating.

Façade Articulation

- Building Materials and Colors.
- Provide more information on materials and colors proposed for the podium levels.

Circulation

- Feasibility of connection from the Metro stop to the residential towers.
- Provide a pedestrian circulation diagram to explain the connectivity of the site.
- Explain how circulation works for employees of existing office and commercial uses.

Existing Street Trees

- Project is proposing to remove many mature street trees.

Loading

- Clarify whether turning radius, height, and space provided to garage basement levels are sufficient.

Project Design Changes

Based on feedback from the Professional Volunteer Program (PVP), the applicant made the following changes:

- Proposed green wall changed to dark metal panel material.
- Proposed renovations to the existing pedestrian paseo, including water feature, additional seating and planting, with two commercial pavilions to increase foot traffic leading to and away from the Metro Station. Proposed improvements will be visible from the Metro Station with new planting and seating leading up to the public sidewalk on Irolo Street and provide amenities to commuters.
- Radius added to allow for typical 20-foot loading trucks with access off Mariposa Avenue.

The applicant clarified the following items:

- Retail uses along Wilshire Boulevard is not a part of the project scope.
- Commercial gateway along Wilshire is not a part of the project scope.
- Horizontal elements of the proposed towers, such as the balconies and exposed slab edge, complement the surrounding architecture while minimizing the glass areas to perform with the residential programming on site. Solid framing elements are used at the base to refer to the framing of the existing office buildings. Bringing the tower architecture down to the ground at significant street corners connects the proposed towers to the site, as opposed to towers sitting atop elevated podiums.
- Existing street trees located along Mariposa Avenue are located right along the property line and very close to the proposed new construction, which will excavate two subterranean levels below grade for parking garage. Existing street trees located along 7th Street are proposed to be removed to allow for the new driveway.
- Existing on site trees located within the pedestrian promenade are being replaced due to new construction and grade changes.
- Pedestrian circulation diagrams were provided to explain the circulation pattern. The employees of the existing office buildings will access the site from Wilshire Boulevard and

via the pedestrian promenade located between the existing buildings and new mixed-use development. Entrances to the retail uses are provided along Wilshire Boulevard, Mariposa Avenue, and Irolo Street. Residential entrances are provided along Mariposa Avenue and 7th Street.

- Loading for the retail uses will be accessed via Irolo Street. Loading for residential uses will be provided from Mariposa Avenue.
- Vehicular entrance to the five-story parking structure will be provided off 7th Street. Vehicular entrance to the retail and residential uses will be provided off 7th Street and Mariposa Avenue.

Public Hearing

A joint public hearing conducted by the Hearing Officer and the Deputy Advisory Agency on this matter, in conjunction with Case No. VTT-74602, was held in Room 1020, City Hall on Wednesday, March 11, 2020. In attendance were the project representative, and several stakeholders and members of the general public. (See Public Hearing and Communications, Page P-1)

ISSUES

Public comments presented relate to the following issues: lack of affordable units proposed, failure to comply with Measure JJJ, absence of Vehicle Miles Traveled (VMT) analysis, impacts related to noise, dust, and air quality during construction, and impacts to traffic and pedestrian circulation during construction. The issues are addressed briefly below.

Affordable Housing

Of the 640 residential units proposed, 32 units (5 percent) would be reserved for Moderate Income Households.

Measure JJJ

On November 8, 2016, voters in the City of Los Angeles approved and passed Measure JJJ, the "Build Better LA Initiative". Among other provisions, the ballot initiative imposed minimum affordable housing requirements and labor regulations on any development project that results in 10 or more residential dwelling units, and requires a General Plan Amendment, Zone Change, and/or Height District Change that results in increased allowable residential floor area, density, height, or allows a residential use where previously not allowed. Measure JJJ became effective on December 13, 2016, following the Council's action to certify the election results. Additionally, pursuant to LAMC Section 11.5.11, developers seeking density incentives are no longer eligible for Zone Change, Height District Change or General Plan Amendments as part of their entitlement requests.

It should be noted that the proposed project includes a Vesting Zone Change, and that the Vesting Zone Change and related Vesting Tentative Map applications were deemed complete by the Department of City Planning on October 28, 2016, prior to the effective date of Measure JJJ regulations. Therefore, Measure JJJ is not applicable to this Project. However, the project is proposing 32 units (5%) to be reserved for Moderate Income Households.

VMT Transportation Analysis

As noted in the MND, Section 15064.3 does not become applicable statewide until July 1, 2020. Until that time, pursuant to Section 15064.3(c), agencies are not required to use VMT as the basis

for evaluation of traffic impacts and also may elect to use Section 15064.3 immediately. The City adopted a VMT methodology on July 30, 2019. Immediately after adoption of the City's VMT-based Thresholds, LADOT announced that Memorandums of Understanding (MOUs) executed before the new guidelines were adopted would continue to be processed even if based on a Level of Service (LOS) analysis. LADOT stressed that these projects should include a VMT analysis to appropriate disclose all information required by CEQA in the event that the project does not receive its entitlements prior to July 1, 2020, which is the State's official deadline for required compliance by all projects.

Due to delays in project hearing and decision dates caused by the COVID-19 pandemic, LADOT offers an extension to this deadline for applicants processing LOS-based analyses if it can be demonstrated that their projects were delayed from receiving their final entitlements because of the COVID-19 pandemic. In each case, LADOT will work with the Department of City Planning to verify that (i) the existing of a MOU that predated July 30, 2019, (ii) that the appropriate project environmental documentation has been circulated for public review; and (iii) that a pre- July 1, 2020 decision by the City was likely if not for delays caused by the pandemic.

The proposed project received a signed MOU from LADOT dated October 25, 2018, prior to the July 30, 2019 adoption date of the VMT methodology. Subsequent to the issuance of the 2018 MOU, the applicant revised the project which reduced the number of proposed dwelling units and square footage of retail space. A technical addendum to the Transportation Impact Analysis was submitted to address the revised project. On October 22, 2019, LADOT issued another MOU which concluded that the revised project is not expected to result in significant impacts to any of the intersections identified in the Transportation Impact Analysis, and all of the requirements as identified in the October 25, 2018 MOU remain in effect. Furthermore, the MND was circulated for public review from February 6, 2020 through March 9, 2020. As such, the City did not err in reviewing the Transportation Impact Analysis which utilized the LOS analysis, and adopting the MND with mitigation measures imposed.

Environmental Impacts

Impacts related to air quality, noise, and traffic were adequately analyzed in the MND. As explained in the MND, the project could have potential impact pertaining to transportation/traffic. The lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment.

CONCLUSION

As proposed, this project will redevelop a portion of the site currently developed as a three-story parking structure with a mixed-use development containing 640 apartment units and four commercial condominium units, with 10,738 square feet of commercial floor area. Furthermore, the applicant is proposing a volunteered set aside of 32 units (5%) of the total residential units to be reserved for Moderate Income Households for a period of 55 years. Overall, the project is consistent with a number of goals, objectives, and policies of the General Plan and the Wilshire Community Plan, and would provide high quality uses within an urbanized area. Therefore, based on the information submitted, public input including the public hearing, and mandatory findings for the requested entitlements, the Department of City Planning recommends that the Los Angeles City Planning Commission approve the project, as recommended, subject to the Conditions of Approval.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary). Dedications and improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

2. Bureau of Engineering.

   a. Street Dedication.

      i. That a 13-foot and a 3-foot wide strips of land be dedicated along 7th Street adjoining the tract to complete a 43-foot wide half right-of-way in accordance with **Avenue II** of the **LA Mobility Plan** including a 15-foot by 15-foot minimum property line cut corner at the intersection with Mariposa Avenue.

      ii. That 15-foot by 15-foot minimum property line cut corners be dedicated at the Wilshire Boulevard intersections with Mariposa Avenue and Normandie Avenue adjoining the tract.

      iii. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.

      iv. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:

         a. Plan view at different elevations.

         b. Isometric views.

         c. Elevation views.

         d. Section cuts at all locations where air space lot boundaries change.

      v. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and

egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

vi. That a Covenant and Agreement be recorded advising all future owners and builders that prior to issuance of a building permit, a Notice of Acknowledgment of Easement must be recorded and an application to do work in any drainage and sewer easements and to construct over the existing drainage facilities must be submitted to the City Engineer for approval.

Any questions regarding this report should be directed to the Land Development Section, located at 201 North Figueroa Street, Suite 290, or by calling (213) 808-8588.

3. Department of Transportation.

a. A minimum of 60-foot and 40-foot reservoir space(s) be provided between any ingress security gate(s) and the property line when driveway is serving more than 300 and 100 parking spaces respectively. A minimum of 20-foot reservoir space(s) be provided between any ingress security gate(s) and the property line when driveway is serving less than 100 parking spaces or to the satisfaction of the Department of Transportation.

b. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk. LAMC 12.21 A.

c. A parking area and driveway plan shall be submitted to the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Final DOT approval should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' to DOT's Metro Development Review Section located at 201 N. Figueroa Street. RM 550. For an appointment, call (213) 482-7023

4. Bureau of Street Lighting. Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office. If new street light(s) are required, then prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

5. Bureau of Sanitation. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering.

6. Urban Forestry. Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as designated by LAMC Ordinance No. 177,404, for approval by the City Planning Department and the Urban Forestry Division of the Bureau of Street Services.

a. Plant Street trees and remove any existing trees within dedicated streets or proposed dedicated streets are required by the Urban Forestry Division of the Bureau of Street Services.

b. Parkway tree removals shall be planted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the applicant or contractor shall notify the Urban Forestry Division at (213) 847-3077 upon completion of construction to expedite tree planting.

   Note: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: (213) 847-3077 for permit information. CEQA document must address parkway tree removals.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.) as required herein, are completed to the satisfaction of the City Engineer.

(Q) QUALIFIED CONDITIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. **Site Development.** The use and development of the property shall be in substantial conformance with the Exhibit A, dated January 28, 2020. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.

    a. A mixed-use development containing a maximum of 640 apartment units and 10,738 square feet of commercial uses, with a minimum of 1,921 vehicular parking spaces and 1,840 bicycle parking spaces

2. **Use.** The use and area regulations of the development shall be for uses as permitted in the C4 Zone as defined in LAMC Section 12.16.

3. **Affordable Units**. A minimum of 32 units, that is 5 percent of the total units proposed, shall be reserved for rental solely to Moderate Income Households, at a rental price determined to be affordable by HCIDLA, for a period of 55 years. Said units shall be comparable in size, number of bedrooms, distribution, and amenities to the non-income-restricted units in the development.

4. **Housing Requirements**. Prior to issuance of a building permit, the owner shall execute and record a covenant and agreement running with the land to the satisfaction of HCIDLA. The covenant shall bind the owner to reserve 32 units, that is 5 percent of the 640 units, available to Moderate Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in the case file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and any monitoring requirements established by the HCIDLA.

5. **Usable Open Space**. The project shall provide open space as follows:

    a. The project shall provide a minimum of 68,975 square feet of usable open space. At least 50 percent that is 34,487.5 square feet, of the total required usable open space shall be located at the ground level or first habitable room level;

    b. Common open space areas shall be open to the sky, constitute at least 50 percent of the total required usable open space, and have a minimum dimension of 20 feet and a minimum area of 600 feet;

    c. Recreation rooms may qualify as common open space but shall not qualify for more than 25 percent, that is 17,243.75 square feet, of the total required usable open space; and

    d. Balconies shall have a minimum dimension of six (6) feet.

"D" DEVELOPMENT LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "D" Development Limitations.

1. **Floor Area.** The total floor area shall not exceed 1,472,509 square feet and a floor area ratio (FAR) of 4.65:1.

2. **Height.** Building heights shall be limited to a maximum of 282 feet above grade for the 23-story mixed-use building, measured to the top of roof, and 332 feet above grade for the 28-story mixed-use building, measured to the top of roof, as shown in Exhibit "A" stamp dated January 28, 2020.

CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 12.24 W.1 and 16.05, the following conditions are hereby imposed upon the use of the subject property.

Master Conditional Use Permit for Alcohol Conditions

1. Authorized herein is Master Conditional Use to permit the sale and dispensing of a full-line of alcohol beverages for on-site consumption, in conjunction with the maintenance, use and operation of:

   a. A 3,700 square-foot ground floor restaurant containing 114 indoor seats, and 24 outdoor seats with a 900 square-foot outdoor patio

   b. A 1,500 square-foot ground floor restaurant containing 48 indoor seats, and 20 outdoor seats with a 500 square-foot outdoor patio

2. Hours of Operations. Hours of operations shall be limited to between 6:00 am to 2:00 a.m., daily unless further restricted by each Master Plan Approval determination.

3. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

4. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

5. Notwithstanding approved Exhibit “A” and the Conditions above, this grant recognizes that there may be changes resulting from identified tenants, which may result in smaller or larger restaurants, different locations, and/or a reduced number of restaurants than those originally proposed and identified in Exhibit “A”. Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior floor areas, maximum interior and exterior seating numbers, maximum (total) number of establishments authorized under this grant, and the maximum number of establishments approved for each type of grant in the Conditions above are not exceeded. The sale and dispensing of beer and wine may be provided in lieu of a full line of alcoholic beverages at any of the establishments approved for a full line of alcoholic beverages (but not the reverse), provided that the maximum (total) number of establishments authorized for alcoholic beverages is not exceeded, and subject to all other conditions of this grant.

6. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Zoning Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

7. The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

8. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

9. Coin operated game machines, pool tables or similar game activities or equipment shall not be permitted.

10. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.

11. Each individual owner/operator of an alcoholic beverage license shall file an application for conditional use plan approval for each alcohol sales use at the facility in order to implement and utilize the permit at each of the proposed alcohol sale sites. The plan approval application must be accompanied by a payment of appropriate fees and must be accepted as complete by the Department of City Planning public counter. Mailing labels and notification of the plan approval applications shall be provided by the applicant and sent to the Council Office, the Neighborhood Council, and the Los Angeles Police Department.

12. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.

13. After hour use shall be prohibited, except routine clean-up. This prohibition includes but is not limited to private events, promotional events, and special events; but it excludesg any activities which are issued film permits by the City.

14. There shall be no Adult Entertainment of any type pursuant to L.A.M.C. Section 12.70, at or within any portion of the subject property.

15. No employee or agent of any of the individual retail sites of the commercial building shall be permitted to accept money or any other thing of value from a customer for the purpose of sitting or otherwise spending time with customers while in the premises, nor shall the applicant(s) or business operators provide, permit, or make available, either gratuitously or for compensation, persons who act as escorts, companions, or guests of and for the customer.

16. **Master Plan Approval (MPA) Requirement.** Each individual venue shall be subject to a Master Plan Approval (MPA) determination pursuant to LAMC Section 12.24 M, or as otherwise provided for in the LAMC for on-site alcohol sales in conjunction with the operation of restaurants, in order to implement and utilize the Master Conditional Use authorization granted. The purpose of the Master Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises subject to analysis of the venue's individual mode and character of operations including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. These conditions may include additional conditions not included in the Master Conditional Use Conditions of Approval. A Plan Approval without a hearing may be granted by the Chief Zoning Administrator if the operator agrees to the Conditional Use Permit Conditions. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her control to assure such conduct does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.

17. **STAR/LEAD/RBS Training**. Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

18. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her control to assure such conduct does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.

19. Loitering is prohibited on or around these premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.

20. **Additional Conditions**. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.

21. **Lease Agreements**. All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.

22. **Building Plans**. A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

23. **Ownership/Operator Change**. Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination has been provided to the prospective owner/operator, including the conditions required herewith, shall be submitted to the BESt (Beverage and Entertainment Streamlined Program) in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the BESt (Beverage and Entertainment Streamlined Program) within 30 days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.

24. **MViP – Monitoring, Verification and Inspection Program**. At any time, before, during, or after operating hours, a City inspector may conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and used to rate the operator according to the level of compliance. If a violation exists, the owner/operator will be notified of the deficiency or violation and will be required to correct or eliminate the deficiency or violation. Multiple or

continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed therein, may result in denial of future requests to renew or extend this grant.

25. **Covenant and Agreement**. Within 30 days of the effective date of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center or the BESt (Beverage and Entertainment Streamlined Program) for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center or BESt (Beverage and Entertainment Streamlined Program) for inclusion in the case file.

Site Plan Review Conditions

26. **Parking.**

    a. Vehicular parking spaces shall be provided pursuant to LAMC Section 12.21 A.4.

    b. Bicycle parking spaces shall be provided pursuant to LAMC Section 12.21 A.4 and 16.

    c. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

    d. Non-required Parking. Any parking spaces which are provided in excess of the Code required parking requirement shall be capable of supporting EVSE and installed with EV chargers to immediately accommodate electric vehicles within the parking areas. The parking spaces shall be designed and labeled for EV chargers consistent with the requirement for Required Parking.

    e. Parking Structure Design. Parking structures or that portion of a building or structure that is used for parking at grade or above grade shall be designed to minimize vehicle headlight and parking structure interior lighting impacts ("spillover") on adjacent streets and properties.

    f. Parking Podium. Any above grade parking structure shall be designed to be utilized and easily repurposed to other future uses, including gallery or event spaces. The height of the parking levels shall have sufficient clearance to be adaptable to non-parking uses. Once converted, the building shall permit a minimum floor to ceiling height of nine feet for commercial uses and eight feet for residential uses.

27. **Loading.**

    a. Commercial loading/trash pick-up/delivery will be located between the existing office tower and new development, as identified in Exhibit A.

    b. Hours of operation for loading shall be limited to Monday thru Friday, 7:00 a.m.-8:00 p.m., and Saturday and Sunday from 10 a.m.-4:00 p.m.

28. **Landscaping/Hardscape.** Prior to the issuance of a building permit, a Landscape and Irrigation Plan shall be submitted to the Department of City Planning for approval. The

Landscape Plan shall be in substantial conformance with the landscape plan stamped Exhibit A.

a. Tree Wells. The minimum depth of tree wells located on a podium or rooftop shall be as follows:

   i. Minimum depth for trees shall be 42 inches

   ii. Minimum depth for shrubs shall be 30 inches.

   iii. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.

   iv. Minimum depth for an extensive green roof shall be 3 inches.

b. The minimum amount of soil volume for tree wells on a podium or rooftop shall be based on the size of the tree at maturity:

   i. 220 cubic feet for a tree with a canopy diameter of 15' - 19'

   ii. 400 cubic feet for a tree with a canopy diameter of 20' - 24'

   iii. 620 cubic feet for a tree with a canopy diameter of 25' - 29'

   iv. 900 cubic feet for a tree with a canopy diameter of 30' - 34'

c. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise required by the Urban Forestry Division, Bureau of Public Works.

29. **Tree Removal** (Non-Protected Trees)

a. Prior to the issuance of any permit for the Project, a plot plan shall be prepared indicating the location, size, type and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the Project site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net new trees, located within the parkway of the adjacent public right(s)-of-way of the Project site, may be counted toward replacement tree requirements.

c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. All trees in the public right-of-way shall conform to the current standards of the Department of Public Works, Urban Forestry Division, Bureau of Street Services.

30. **Tree Removal** (Public Right-of-Way)

a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.

b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department

of Public Works (213-847-3077). The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 2:1 basis, shall be required for the unavoidable loss of trees in the public right-of-way.

c. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

31. **Solar Ready.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

32. **Construction Generators.** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.

33. **Rooftop Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

34. **Utilities.** All utilities shall be placed underground within the subterranean parking levels, indoors or on the roof behind parapets.

35. **Lighting**. All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).

36. **Lighting Design**. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.

37. **Signage**. Any signage shall comply with the Municipal Code or other applicable laws. No sign rights are granted with this case.

Environmental Conditions

38. **Project Design Features**

a. A Construction Traffic Management Plan will be developed by the contractor and approved by the City of Los Angeles to alleviate construction period impacts, which may include but is not limited to the following measures:

i. Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the project site will be off Mariposa Avenue and 7th Street.

ii. Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.

iii. As parking lane and/or sidewalk closures are anticipated along 7th Street, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.

iv. Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences.

v. Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.

vi. Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.

b. A Construction Worker Parking Plan will also be developed by the contractor and approved by the City of Los Angeles to ensure that the parking location requirements for construction workers will be strictly enforced. These could include but are not limited to the following measures:

i. During construction activities when construction worker parking cannot be accommodated on the project site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the project site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.

ii. Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets.

39. **Transportation/Traffic**

a. The developer shall maintain ongoing contact with administrators of RFK Community Schools. The administrators shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school are maintained.

b. The developer shall install appropriate construction related traffic signs around the project site to ensure pedestrian and vehicle safety.

c. The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding) from work space and vehicular traffic, and overhead protection, due to sidewalk closure or blockage, at all times.

d. Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

e. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

f. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction and/or construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Administrative Conditions

40. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved." A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

41. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

42. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

43. **Code Compliance.** Area, height, use, and yard regulations of the (T)(Q)C4-2D zone classification of the subject property shall be complied with, except where granted conditions differ herein.

44. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

45. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

46. **Expiration.** In the event that this grant is not utilized within six years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

47. **Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.

48. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.**

Applicant shall do all of the following:

(i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the

defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution. The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- No "Happy Hour" type of reduced-price alcoholic beverage or "2 for 1" promotion shall be allowed at any time. Discounted food promotions are encouraged.
- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
- There shall be no exterior advertising of any kind or type, including advertising directly to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.
- The sale of alcoholic beverages for consumption off the premises is prohibited.
- The business operator shall maintain records which reflect these numbers and make them available to the Police Department upon request.
- The off-site sale of alcoholic beverages as a secondary use (i.e., "take out") is not permitted.
- Electronic age verification device(s) which can be used to determine the age of any individual attempting to purchase alcoholic beverages and shall be installed on the premises at each point-of-sale location. The device(s) shall be maintained in an operational condition and all employees shall be instructed in their use prior to the sale of any alcoholic beverages.
- The alcoholic beverage license shall not be exchanged for a public premises type license nor operated as a public premises.

FINDINGS

General Plan/Charter Section 556 Findings

1. General Plan.

a. **General Plan Land Use Designation.**

The subject property is located within the Wilshire Community Plan, adopted by City Council on September 19, 2001. The project site has an underlying General Plan land use designation of Regional Center Commercial, which has corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5. The project site is zoned P-2, PB-2 and C4-2, which is consistent with the land use designation. The project site is currently located within Height District No. 2 and permits a 6:1 Floor Area Ratio (FAR). Height District 2 provides for unlimited height for the development in commercial zones.

The recommended Vesting Zone Change from P-2 and PB-2 to (T)(Q)C4-2D, will result in a uniform C4-2 Zone across the project site, in addition to a new "D" Limitation that would limit the FAR to 4.65:1 across the project site, with a maximum building height of 282 feet for the 23-story mixed-use tower, and 332 feet for the 28-story mixed-use tower. This density is lower than the 6:1 FAR otherwise permitted in Height District 2. The recommended Vesting Zone Change would permit commercial and residential uses that are consistent with the established district and encourage the future growth of the Wilshire Center/Koreatown area.

b. **General Plan Text.**

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The project is in compliance with the following Elements of the General Plan: Framework Element, including the Citywide Design Guidelines, Housing Element, Mobility Element. Health and Wellness Element and the Land Use Element – Wilshire Community Plan.

Framework Element

The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

Chapter 3: Land Use

Goal 3A: *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable*

distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Objective 3.2: *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

Goal 3F: *Mixed-use centers that provide jobs, entertainment, culture, and serve the region.*

Objective 3.10: *Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

The Framework Element describes Regional Centers as having a range of FARs from 1:5:1 to 6:1, with buildings characterized by 6- to 20-stories (or higher), and are usually major transportation hubs. Regional Centers typically provide a significant number of jobs and many non-work destinations and function as transit hubs. The project proposes to develop the site with a 23-story and 28-story mixed-use towers located above a podium that is four stories above grade and two stories subterranean, maintain the existing five-story parking structure, and demolish the existing three-story parking structure. The project would add 701,315 square feet of new residential floor area and 10,738 square feet of commercial floor area. The total floor area would be 1,472,509 square feet with a maximum FAR of 4.65:1. As proposed, the project is consistent with the anticipated development of Regional Centers.

The proposed 640 residential apartment units would help address the housing shortage in the City. As an infill development, the residential towers would replace an underutilized three-story parking garage. The project would locate new quality housing near employment centers such as Downtown Los Angeles, Hollywood, and Miracle Mile. The proposed restaurants and retail uses would provide additional service and amenity to the existing office buildings, nearby school, and multi-family residential neighborhoods.

The site is located on the southeast corner of Wilshire Boulevard and Irolo Street, an intersection serviced by Metro Local lines 20 and 206, Metro Rapid line 720, and the Metro Purple Line Wilshire/Normandie Station. The site is also located approximately 0.4 miles west from the station located at Wilshire Boulevard and Vermont Avenue, serviced by Metro Local lines 51, 52, 201, 204, 351, Metro Rapid line 754, and DASH line Wilshire Center/Koreatown). The site is located approximately 0.48 miles east from the station located at Wilshire Boulevard and Western Avenue, serviced by Metro Local lines 20 and 209, Metro Rapid lines 710 and 720, and Big Blue Bus R7. The project's location in a transit rich corridor and in close proximity to employment, retail, and

restaurants will promote the use of transit and pedestrian trips in lieu of vehicular trips. In addition, the proximity to public transit would provide alternative transportation options for residents and their guests to visit other regions, thereby contributing to the goal of reducing traffic congestion and improving air quality.

Furthermore, the proposed ground floor restaurants, and pedestrian promenade with retail uses will provide additional amenities for visitors to the area as well as residents of the residential towers. Redeveloping the parking garage into a mixed-use project will also contribute to the City's long-term goal of economic vitality as well as the revitalization of Koreatown, as the restaurant, retail, and related uses will provide additional job opportunities. As such, the project would meet the goals and objectives of the Framework Element to encourage the future development of the designated regional center and enhancement of the urban lifestyle.

Citywide Design Guidelines

The Citywide Design Guidelines were created to carry out common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions. The Design Guidelines are intended to address some of the most common, overarching challenges in planning developments, such as: considering neighborhood context and linkages in building and site design; employ distinguishable and attractive building design; provide pedestrian connections within and around the project; minimize the appearance of driveways and parking areas; utilize open areas and landscape opportunities to their full potential; and improve the streetscape experience by reducing visual clutter.

The proposed project complies with the Citywide Design Guidelines in that it promotes a pedestrian-friendly environment and incorporates articulation of the pedestrian access entries from Irolo Street and Mariposa Avenue. The project revitalizes the site by redeveloping a parking garage to include new residential and commercial uses, and promotes pedestrian connectivity and links neighborhood context and public transportation along the Wilshire Corridor. The pedestrian promenade can be accessed from Irolo Street to the west, with visual connections to the Wilshire/Normandie Metro Station. The residential lobby to the residential towers is located along Mariposa Avenue, as it is a quieter street and transitions into a residential neighborhood to the south. Open spaces are provided at different levels. Ground level retail with outdoor dining areas, water features, seating areas, shade trees and planters will enhance the pedestrian streetscape and shopping experience. Landscaped roof decks with a range of amenities will be provided for the residential towers. The proposed project improves the existing streetscape experience and reduces visual clutter by creating a more unified site with greater opportunities for pedestrian, as well as enhanced lighting, signage and landscape.

Housing Element

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City's housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City's housing and growth strategy. The proposed project is consistent with the following goals, objectives and policies of the Housing Element as described below.

Goal 2: Safe, Livable, and Sustainable Neighborhoods

Objective 2.1: *Promote safety and health within neighborhoods.*

Objective 2.2: *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.*

Policy 2.2.4: *Promote and facilitate a jobs/housing balance at a citywide level.*
As proposed, the project would redevelop an existing parking garage with a mixed-use development that includes 640 residential units, comprised of studio and two-bedroom units. Of the 640 residential units proposed, 32 units (5 percent) would be reserved for Moderate Income Households. As mentioned above, the project site is located within close proximity to transit, and will be redeveloping an existing infill site with residential and ground floor commercial uses, which will revitalize and activate the street frontage, thereby promoting jobs, safety and health within the existing neighborhood and surrounding areas. As a mixed-use development, the project provides for activity and natural surveillance during and after commercial business hours. The residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area. As such, the project would meets the goals and objectives of the Housing Element to provide safe, livable and sustainable neighborhoods.

Mobility Element

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City' high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The proposed project would be in conformance with following objectives and policies of the Mobility Element as described below.

Chapter 3: Access for All Angelenos

Policy 3.1: *Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.*

Policy 3.3: *Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

Policy 3.5: *Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.*

Policy 3.8: *Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

The project would provide access for all modes of travel, including pedestrians and cyclists. Pedestrian entrances are featured at along Mariposa Avenue and Irolo Street, with access to the pedestrian promenade between the existing office buildings and new mixed-use development. Short-term and long-term bicycle parking spaces and storage

facilities are located directly off Mariposa Avenue. The project will provide a minimum of 1,840 bicycle parking spaces located at grade. The residential lobby for the towers is also located along Mariposa Avenue. As mentioned before, the site is located on the southeast corner of Wilshire Boulevard and Irolo Street, an intersection serviced by Metro Local lines 20 and 206, Metro Rapid line 720, and the Metro Purple Line Wilshire/Normandie Station. The site is also located approximately 0.4 miles west from the station located at Wilshire Boulevard and Vermont Avenue, serviced by Metro Local lines 51, 52, 201, 204, 351, Metro Rapid line 754, and DASH line Wilshire Center/Koreatown). The site is located approximately 0.48 miles east from the station located at Wilshire Boulevard and Western Avenue, serviced by Metro Local lines 20 and 209, Metro Rapid lines 710 and 720, and Big Blue Bus R7. Thus, the project's location, and pedestrian and bicyclist orientation, will promote alternative forms of travel, and support first-mile, last-mile solutions.

c. **Land Use Element – Wilshire Community Plan**

The Wilshire Community Plan was adopted by the City Council on September 19, 2001. The Community Plan's purpose is to "promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community." The proposed project is consistent with following objectives and policy of the Land Use Element as described below.

Goal 1: *Provide a safe, secure, and high quality residential environment for all economic, age, and ethic segments of the Wilshire Community.*

Policy 1-1.3: *Provide for adequate Multiple Family residential development.*

Objective 1-2: *Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.*

Policy 1-2.1: *Encourage higher density residential uses near major public transportation centers.*

Policy 1-4.3: *Encourage multiple family residential and mixed-use development in commercial zones.*

Objective 2-1: *Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.*

Policy 2-1.1: *New commercial uses shall be located in existing established commercial areas or existing shopping centers.*

Policy 2-1.2: *Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by standalone residential development by adhering to the community plan land use designations.*

Objective 2-2: *Promote distinctive commercial districts and pedestrian-oriented areas.*

Policy 2-2.1: *Encourage pedestrian-oriented design in designated areas and in new development.*

Objective 2-3: Enhance the visual appearance and appeal of commercial districts.

Policy 11-1.4: *Support the provision of bicycle facilities in all new development.*

Objective 11-2: *Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.*

Policy 15-1.2: *Develop off-street parking resources, including parking structures and underground parking in accordance with design standards.*

The project will involve the demolition of an existing three-story parking garage, the construction, use, and maintenance of a 23-story mixed-use building and a 28-story mixed-use building, on top of a podium that is four stories above grade and two stories subterranean. The mixed-use development will include 640 apartment units and 10,738 square feet of commercial uses. The project will provide 1,921 vehicular parking spaces (714 residential and 500 commercial spaces, with 707 existing spaces to remain), 500 residential bicycle parking spaces and 1,340 commercial bicycle parking spaces. The proposed maximum floor area ratio would be 4.65:1. The project provides residential units in close proximity to existing jobs, service, and schools. The site is located directly adjacent to an existing Metro subway station and south of Wilshire Boulevard, a major transportation corridor, which provides substantial public transit opportunities and facilities.

The site is located within the Wilshire Center Regional Commercial Center. It includes a dense collection of high-rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings. The Regional Center Commercial land use designation allows for the construction of commercial, parking, and high-density multi-family residential uses. The area contains a variety of high-intensity urban activities in a compact built environment that includes commercial, residential, cultural, recreational, and institutional uses.

The Vesting Zone Change to (T)(Q)C4-2D is appropriate given the context of this area, in that it provides for a mixed-use project that complements the commercial and residential character of this area. The maximum FAR of 4.65:1 is an appropriate density, given that the site is located within the Regional Center Commercial land use classification. Immediately adjacent properties to the north, east, and west, are designated Regional Center Commercial land uses. Properties to the south are designated Regional Center Commercial and High Medium Residential land uses. In 2001, when the Wilshire Community Plan was adopted, Regional Center Commercial land uses were located along the Wilshire Boulevard corridor and 7th Street. Currently, there has been an interest in expanding the Regional Center Commercial land use further south specifically down to 8th Street. The proposed mixed-use project along Mariposa Avenue and 7th Street is appropriate for development with increased FAR and density. In this instance, the project will observe an FAR of 4.65:1 which is less than the 6:1 FAR allowed within the Regional Center Commercial land use. The scale and nature of the proposed development would be consistent with the pattern of development that has taken place in the surrounding area. Therefore, the site's location is appropriate for the proposed mixed-use development, because it is adjacent to site which serve as focal points of regional interest, commercial stores, hotels, schools, cultural facilities and offices. As such, the proposed mixed-use project is appropriate for this area.

The Wilshire Community Plan encourages mixed-use developments in Regional Commercial Centers, which are uses designated for the project site. The Wilshire Community Plan Objective 2-1 encourages the City to preserve and strengthen viable

commercial development and provide additional opportunities for new commercial development and services within existing commercial areas. The area contains a variety of high-intensity urban activities in a compact built environment that includes commercial, residential, cultural, hotel, recreational, and institutional uses. These diverse uses support balanced community development and create increased interest for a variety of visitors who come to the area.

Health and Wellness Element

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The proposed project is consistent with the following goals, objectives and policies:

Chapter 2: A City Built for Health

Policy 2.2. Healthy Building design and construction. *Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.*

As previously mentioned, the project incorporates several pedestrian-oriented design elements, including concentrating commercial uses along the perimeter of the site; providing opportunities for neighborhood-serving uses; increasing the amount of pedestrian activity and safety by introducing more permanent eyes on the street; and providing ground floor commercial uses and a pedestrian paseo that will provide outdoor dining areas oriented toward the street to enhance the pedestrian experience. The ground level would provide transparent uses of retail, lobby, and bicycle parking. The project also offers substantial common open space to enhance recreation and open space opportunities, and create a healthful environment for the residents. Furthermore, the project will provide new shade trees, water features, and amenities along the pedestrian promenade at grade. All of these amenities will help to achieve the vision for a more livable city, which also include a variety of planters and trees. In addition, as conditioned, all electric vehicle charging spaces and electric charging stations will need to comply with the regulations in LAMC. As such, the proposed project promotes a healthy built environment.

Sewerage Facilities Element

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

Entitlement Findings

Vesting Zone Change Findings; "T" and "Q" Classification

2. Pursuant to Section 12.32 C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

a. Public Necessity. The recommended Zone Change to (T)(Q)C4-2D would create a unified zone over the entire project site, which is presently zoned P-2, PB-2, and C4-2. As the site has multiple zones and is subject to different zoning regulations, including allowable Floor Area Ratio. Approval of a unified zone over the entire project site would encourage development of the site consistent with the Regional Center Commercial land use designation, as designated by the Wilshire Community Plan. As a result, the proposed project optimizes the use of the subject property, introduces new housing and employment opportunities and will generate increased retail tax revenues thus providing a public necessity.

b. Convenience. The project site's central location to transit services would provide access to new housing and employment opportunities, as well as to commercial services and amenities. The project site is located within a designated transit-priority area as the site is located within 1,500 feet from the Wilshire/Normandie Metro Station served by Metro Purple Line. The Purple Line Extension is currently under construction and would eventually extend west to major employment and destination centers such as Miracle Mile, Beverly Hills, Century City, West Los Angeles, and Westwood. The Wilshire Bus Rapid Transit also has stops located at the intersection of Wilshire Boulevard and Normandie Avenue. The bus stops for Metro Local Line 20 and Metro Rapid Line 720 are located adjacent to the site at Wilshire Boulevard and Normandie Avenue. The project would develop the site with 640 dwelling units within walking distance of regional transit services and access to employment centers. Additionally, it would develop the site with 10,738 square feet of new commercial area, providing additional employment opportunities within established commercial corridors and providing services and amenities to existing and future residents. The proposed project would encourage use of the site and the surrounding areas during the day and nighttime and would enhance the urban environment by redeveloping the project site, which has not been redeveloped since the construction of the three-story parking structure in 1955.

c. General Welfare. Granting the Zone Change from P-2 and PB-2 to (T)(Q)C4-2D will support the Koreatown community by providing additional residential units, dining and retail opportunities as well as enhancing the urban environment, encouraging daytime and nighttime activity through the redevelopment of an underdeveloped site. Furthermore, the project's proximity to transit, specifically Wilshire/Normandie Metro Subway Station and other transit connections enable it to function at both the neighborhood and community scale. Furthermore, conditions have been imposed which will ensure that the proposed project is limited in size and intensity, reflective of the surrounding community.

d. Good Zoning Practice. Approval of the Zone Change from P-2 and PB-2 to (T)(Q)C4-2D for the site removes the multiple zoning and allows the site to be developed as a unified development that is consistent with the goals and objectives of the General Plan Framework Element and the Wilshire Community Plan as outlined above. Granting the Zone Change will support the Wilshire community by providing additional residential units, dining and retail opportunities, as well as enhancing the urban environment near transit. Furthermore, conditions have been imposed which will ensure that the proposed

development is limited in floor area, scale and intensity, and is reflective of the surrounding community.

e. Pursuant to Section 12.32 G and Q of the Municipal Code "T" and "Q" Classification and "D" Development Limitation Findings. Per LAMC Section 12.32 G.1, -G.2, and -G.4, the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. The "T" Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The "Q" Conditions limit the type, scale and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action. The recommended "D" Limitation would ensure that the proposed development is physically compatible with the surrounding properties and consistent with other mixed-use development in the project area. The proposed limitations would allow the development of the project, which as described above, would promote the objectives of the General Plan and Wilshire Community Plan. As such, the "D" Limitations would protect the best interest of and assure a development that is compatible with the surrounding property or neighborhood and secure an appropriate development in harmony with the objectives of the General Plan.

For the reasons stated above, the Vesting Zone Change requests are beneficial in terms of public necessity, convenience, general welfare, and good zoning practice, and are consistent with the General Plan.

Master Conditional Use Findings (Alcohol)

3. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.

The applicant is requesting a Master Conditional Use to permit the sale of a full line of alcoholic beverages for on-site consumption at up to two establishments located in the commercial portion of the proposed mixed-use development. The authorization allows the on-site sales of a full line of alcoholic beverages within two restaurant spaces. Hours of operation are limited to between 6 a.m. to 2 a.m., daily for the two establishments.

As the proposed project has not been constructed each individual tenant space is required to file an application for a Plan Approval to utilize the entitlement. The establishments, with alcohol sales, will perform a function and provide a service that is beneficial to the community. The project site is located within a Regional Center Commercial land use designation and is expected to contain a diversity of uses that complement one another. The tenants would provide the surrounding residential and commercial uses with additional dining options and is located near a transit-rich corridor.

The operation of up to two establishments offering the sale of alcoholic beverages for on-consumption is within the range of uses contemplated by the C4-2 Zone. Approval of the MCUP request in conjunction with the other entitlement requests will help activate the site and will provide employees, visitors, and patrons of nearby businesses as well as local residents the convenience of new restaurants, thereby contributing to the development of a

viable economic environment. Further, each individual tenant will have to file for a Master Plan Approval, which will give an additional opportunity to consider more specific operational characteristics for each tenant space. Therefore, the Master Conditional Use authorization for up to two venues to sell a full line of alcoholic beverages for on-site consumption will perform a function that is beneficial for the surrounding community.

4. The project's location, size, height, operation and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The project site includes six lots and a non-subdivided remainder, with a combined area of 316,438 square feet after dedications. The site is bound by Wilshire Boulevard to the north, Mariposa Avenue to the east, Irolo Street to the west, and 7th Street to the south. The Regional Center Commercial corresponds to the CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5 Zones. The project site is zoned P-2, PB-2, and C4-2. The site also located in the Transit Priority Area and the Wilshire Center/Koreatown Redevelopment Project Area. The proposed project includes the construction of 640 units and approximately 10,738 square feet of commercial area. The proposed Master Conditional Use for the on-site sale of alcohol at a maximum of two establishments will not adversely affect or further degrade adjacent properties. Approval of the proposed Master Conditional Use permit for the sale of alcoholic beverages project will not adversely affect the community's welfare. The establishments serving alcohol will be carefully controlled and monitored, while being compatible with immediately surrounding uses which are multi-family apartments and commercial uses. The venues will occupy the ground floor commercial portion of the proposed mixed-use building and will provide places for residents and visitors to eat, drink, socialize, and shop; as such, the sale of alcoholic beverages is a normal part of restaurant and market operations and is an expected amenity.

Conditions have been imposed to limit the overall size and operating hours of the venues. In addition, each individual tenant is required to file a Plan Approval application to allow the Zoning Administrator to review the specific mode and character of each venue and tailor conditions for each tenant space that may be more restrictive if deemed necessary. Given the conditions of approval, and the fact that each individual tenant will have to file for a Plan Approval, which will give an opportunity to consider more specific operational characteristics for each tenant space, the Master Conditional Use authorization for up to two venues will not adversely affect the surrounding neighborhood.

5. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable Community Plan, and any applicable Specific Plan.

The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Wilshire Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The project site is located within the Wilshire Community Plan, which was adopted by the City Council on September 19, 2001. The project site includes six lots and a non-subdivided remainder, with a combined area of 316,438 square feet after dedications. The site is bound by Wilshire Boulevard to the north, Mariposa Avenue to the east, Irolo Street to the west, and 7th Street to the south. The Regional Center Commercial corresponds to the CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5 Zones. The project site is zoned P-2, PB-2, and C4-2. As recommended, the Zone Change to (T)(Q)C4-2D would establish a unified

zone over the entire site and would be consistent with the existing land use designation of the site.

General Plan Text. The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The project is in compliance with the following applicable Elements of the General Plan: Framework Element, Land Use, and Mobility Element.

Framework Element. The General Plan Framework, last adopted in August 2001, establishes the City's long-range comprehensive growth strategy and provides guidance on citywide land use and planning policies, objectives, and goals. The Framework defines Citywide policies for land use, housing, urban form and urban design, open space and conservation, transportation, infrastructure and public spaces. The Framework Element includes the following relevant provisions:

Goal 3A: *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Goal 3F: *Mixed-use centers that provide jobs, entertainment, culture, and serve the region.*

Objective 3.10: *Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

The Framework Element describes Regional Centers as having a range of FARs from 1:5:1 to 6:1, with buildings characterized by 6- to 20-stories (or higher), and are usually major transportation hubs. Regional Centers typically provide a significant number of jobs and many non-work destinations and function as transit hubs. The project proposes to develop the site with a 23-story and 28-story mixed-use towers on top of a podium that is four stories above grade and two stories subterranean, maintain the existing five-story parking structure, and demolish the existing three-story parking structure. The project would add 701,315 square feet of new residential floor area and 10,738 square feet of commercial floor area. The total floor area would be 1,472,509 square feet with a maximum FAR of 4.65:1. As proposed, the project is consistent with the anticipated development of Regional Centers.

The site is located on the southeast corner of Wilshire Boulevard and Irolo Street, an intersection serviced by Metro Local lines 20 and 206, Metro Rapid line 720, and the Metro Purple Line Wilshire/Normandie Station. The site is also located approximately 0.4 miles west from the station located at Wilshire Boulevard and Vermont Avenue, serviced by Metro Local lines 51, 52, 201, 204, 351, Metro Rapid line 754, and DASH line Wilshire Center/Koreatown). The site is located approximately 0.48 miles east from the station

located at Wilshire Boulevard and Western Avenue, serviced by Metro Local lines 20 and 209, Metro Rapid lines 710 and 720, and Big Blue Bus R7. The project's location in a transit rich corridor and in close proximity to employment, retail, and restaurants will promote the use of transit and pedestrian trips in lieu of vehicular trips. In addition, the proximity to public transit would provide alternative transportation options for residents and their guests to visit other regions, thereby contributing to the goal of reducing traffic congestion and improving air quality.

The project is requesting a Master Conditional Use to permit on-site alcohol sales at up to two restaurant establishments. The request to serve and sell alcohol at the site will be consistent with these objectives and policies through the creation of a mix of retail and restaurants uses that would attract a variety of consumers and tenants, actively promoting the area as a key economic center of the community.

The Master Conditional authorization for the sale of alcoholic beverages is allowed through the approval of the City Planning Commission subject to certain findings. The required findings in support have been made herein. Given the conditions of approval, and the fact that each individual tenant will have to file for a Master Plan Approval, which will give an opportunity to consider more specific operational characteristics of each tenant space, the Master Conditional Use authorization can be deemed to be in harmony with the General Plan as it will strengthen viable commercial development at the site.

6. The proposed use will not adversely affect the welfare of the pertinent community.

The approval of the conditional use to permit alcohol sales, in conjunction with a proposed mixed-use development for on-site consumption will not adversely affect the welfare of the community. The proposed venues will enhance the neighborhood by activating the ground floor of a new mixed-use development and providing an additional amenity and service that many customers often expect in restaurants and markets. The project will enhance the viability of the area by creating a walkable, convenient destination for the surrounding residential community and businesses. Diversity amongst uses is common in the immediate surrounding area, and while there are residential dwelling units and other sensitive uses located in close proximity to the subject site, the establishments open to the public serving alcoholic beverages will be part of a controlled and monitored development.

As a part of the Approval of Plans process, each individual venue will have additional conditions imposed and tailored towards the specific use. Such imposition of conditions will make the use a more compatible and accountable neighbor to the surrounding uses. Conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Additional conditions have been recommended for consideration by the California Department of Alcoholic Beverage Control that regulate the sale of alcoholic beverages to prevent adverse impacts to the neighborhood. Other conditions imposed will maintain the order and ensure cleanliness of the project and its surroundings. Therefore, the granting of the request will not adversely impact the welfare of the pertinent community.

7. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and

whether revocation or nuisance proceedings have been initiated for any use in the area.

The project is located within a Regional Center where a variety of uses is permitted and encouraged and an increased concentration of licenses is anticipated. In addition, the census tract in which the project is located is in an active commercial area that is a destination point for many and where there is a demand and expectation for increase alcohol license issuances. According to the California Department of Alcoholic Beverage Control (ABC) licensing criteria, one on-sale and one off-sale licenses are allocated to the subject census tract Census Tract 2123.04). There are currently seven active licenses found within this census tract: one type 48 license for on-site sale of beer, wine, and liquor; two type 47 licenses for on-site sale of beer, wine, and liquor; three type 41 for on-site sale of beer and wine only; and one type 58 license for catering alcoholic beverages off-site. There are no off-site licenses found within this census tract, with the exception of the one type 58 caterer's license (operating under same license number as one other type 41 on-site license).

The project site is within a highly developed commercial corridor along Wilshire Boulevard which has a variety of restaurants, which have resulted in the existing on-site alcohol licenses to exceed the maximum number allocated. In active commercial areas where there is a demand for licenses beyond the allocated number, the Department of Alcoholic Beverage Control (ABC) has recognized that high-activity retail and commercial centers are supported by a significant and growing employee, visitor, and resident population in the area. The ABC has discretion to approve an application if there is evidence that normal operations will not be contrary to public welfare and will not interfere with the quiet enjoyment of property by residents. As proposed by the submitted application and conditioned herein by the City, the requested application will be implemented with conditions intended to prevent public drinking, driving under the influence, and public drunkenness. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, and loitering are mitigated by the imposition of conditions requiring responsible management and deterrents against loitering. These conditions will safeguard the welfare of the community. As conditioned, allowing the sale of a full line of alcohol for on-site consumption is not undue or anticipated to create a law enforcement issue.

According to statistics provided by the Los Angeles Police Department's Olympic Division Vice Unit, within Crime Reporting District No. 2035, which has jurisdiction over the subject property, a total of 116 crimes and arrests were reported in 2019 (94 Part I Crimes and 22 Part II Arrests), compared to the Citywide average of 170 crimes for the same reporting period. The 116 total crimes and arrests reported for the census tract include Narcotics (1), Weapon (2), Drunkenness (1), Driving under Influence (5), Miscellaneous Violations (10), Rape (1), Robbery (11), Aggravated Assault (10), Burglary (12), Vehicle Theft (6), Larceny (54), and Other Assaults (3).

The above statistics indicate that the crime rate in the census tract where the subject site is located is lower than the total area average for the same reporting period. Negative impacts commonly associated with the sale of alcohol, such as criminal activity and public drunkenness are mitigated by the imposition of conditions requiring surveillance and responsible management as required by the subject grant. The conditions will safeguard the welfare of the community. As conditioned, allowing the sale of a full line of alcohol for on-site consumption at the subject location will benefit the public welfare and convenience because it would add an amenity to nearby residences.

8. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The project site is located within the Wilshire Center Regional Commercial Center area within the Wilshire Community Plan area. The area is characterized by a dense collection of high-rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings. The project site is also within close proximity to Koreatown, a cultural meeting place nucleus of Korean American businesses, restaurants, and shops in addition to a wide range of community serving commercial uses and large shopping centers. Given the diversity of uses permitted and encouraged, a variety of land uses which serve alcohol are to be expected. The following sensitive uses are located within a 1,000- foot radius of the site:

Multi-Family Residential Uses	
Oasis Church	634 Normandie Avenue
St. Basil's Catholic Church	3611 Wilshire Boulevard
Robert F. Kennedy Community Schools	701 South Catalina Street
God's Hands Academy Corporation	727 Irolo Street

While there are residential dwelling units and other sensitive uses located in close proximity to the project site, the project has been conditioned to be compatible with the surrounding community. Further, as a part of the Approval of Plans process, each individual venue will have additional conditions imposed and tailored towards the specific use. Such imposition of conditions will make the venues a more compatible and accountable neighbor to the surrounding uses. As conditioned, the granting of the Master Conditional Use to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption at up to two venues at the mixed-use development will not detrimentally affect nearby uses.

Site Plan Review Findings

9. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Wilshire Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The project site is located within the Wilshire Community Plan, which was adopted by the City Council on September 19, 2001. The subject site is an irregular shaped lot, consisting of 6 subdivided lots and a non-subdivided remainder, with approximately 320,534 square feet (7.3 acres) of lot area. The site is bound by Wilshire Boulevard to the north, Mariposa Avenue to the east, Irolo Street to the west, and 7th Street to the south. The site is located within the Wilshire Community Plan area, zoned C4-2, PB-2, and P-2, with a land use designation of Regional Center Commercial uses. The land use designation lists the CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5 Zones as the corresponding zones. As recommended, the Zone Change to (T)(Q)C4-2D would establish a unified zone over the entire site and would be consistent with the existing land use designation of the site.

General Plan Text. The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The project is in compliance with the following applicable Elements of the General Plan: Framework Element, Land Use, and Mobility Element.

Framework Element. The General Plan Framework, last adopted in August 2001, establishes the City's long-range comprehensive growth strategy and provides guidance on citywide land use and planning policies, objectives, and goals. The Framework defines Citywide policies for land use, housing, urban form and urban design, open space and conservation, transportation, infrastructure and public spaces. The Framework Element includes the following relevant provisions:

Goal 3A: *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Goal 3F: *Mixed-use centers that provide jobs, entertainment, culture, and serve the region.*

Objective 3.10: *Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

The Framework Element describes Regional Centers as having a range of FARs from 1:5:1 to 6:1, with buildings characterized by 6- to 20-stories (or higher), and are usually major transportation hubs. Regional Centers typically provide a significant number of jobs and many non-work destinations and function as transit hubs. The project proposes to develop the site with a 23-story and 28-story mixed-use towers on top of a podium that is four stories above grade and two stories subterranean, maintain the existing five-story parking structure, and demolish the existing three-story parking structure. The project would add 701,315 square feet of new residential floor area and 10,738 square feet of commercial floor area. The total floor area would be 1,472,509 square feet with a maximum FAR of 4.65:1. As proposed, the project is consistent with the anticipated development of Regional Centers.

The site is located on the southeast corner of Wilshire Boulevard and Irolo Street, an intersection serviced by Metro Local lines 20 and 206, Metro Rapid line 720, and the Metro Purple Line Wilshire/Normandie Station. The site is also located approximately 0.4 miles west from the station located at Wilshire Boulevard and Vermont Avenue, serviced by Metro Local lines 51, 52, 201, 204, 351, Metro Rapid line 754, and DASH line Wilshire Center/Koreatown). The site is located approximately 0.48 miles east from the station located at Wilshire Boulevard and Western Avenue, serviced by Metro Local lines 20 and 209, Metro Rapid lines 710 and 720, and Big Blue Bus R7. The project's location in a transit rich corridor and in close proximity to employment, retail, and restaurants will promote the

use of transit and pedestrian trips in lieu of vehicular trips. In addition, the proximity to public transit would provide alternative transportation options for residents and their guests to visit other regions, thereby contributing to the goal of reducing traffic congestion and improving air quality. The site is presently zoned C4-2, PB-2, and P-2. As recommended, the Zone Change to (T)(Q)C4-2D would establish a unified zone over the entire site and would be consistent with the existing land use designation of the site.

Housing Element. The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element contains the following goals and objectives:

Goal 2: Safe, Livable, and Sustainable Neighborhoods

Objective 2.1: *Promote safety and health within neighborhoods.*

Objective 2.2: *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.*

Policy 2.2.4: *Promote and facilitate a jobs/housing balance at a citywide level.*

The recommended Zone Change to (T)(Q)C4-2D, would establish a uniform zone over the entire project site, which is currently zoned P-2, PB-2, and C4-2. The uniform zone would permit the construction of a mixed-use development along established commercial corridors, Wilshire Boulevard and Irolo Street within the Koreatown area. The project proposes to provide new ground floor commercial spaces along Mariposa Avenue while maintaining existing commercial uses along Wilshire Boulevard. The project proposes to development 640 dwelling units and will consist of a variety of unit types, allowing for a mix of housing types and opportunities near public transit. As proposed, the project is consistent with the goal, objective, and policy of the Housing Element.

The **Air Quality**, **Mobility Element** and the **Health and Wellness Element** of the General Plan will be implemented by the recommended action herein. The project has been designed with enhanced pedestrian points of access from Wilshire Boulevard, Mariposa Avenue, 7th Street, and Irolo Street. Additionally, the development will improve sidewalks along the project's street frontages by reconstructing them and including new street tree wells. These design features will encourage pedestrian activity by providing pedestrians with a safe and comfortable walking environment. The project will also provide code required vehicular and bicycle parking spaces and will provide a direct pedestrian connection to the nearest Metro bus stops and Metro Subway Station on Wilshire Boulevard and Normandie Avenue. Vehicular ingress/egress will be provided via five vehicular driveways.

As conditioned, all electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Chapter IX of the LAMC. Loading areas are also provided on-site, thereby minimizing delivery traffic impacts on public streets. As conditioned, the project shall also comply with the Los Angeles Municipal Green Building Code to make the project solar ready. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policy 4.2.3 (ensuring new

development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions. As such, the project provides recreational and service amenities to improve habitability for the residents and to minimize impacts on neighboring properties.

Sewerage Facilities Element. The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

The project is consistent with the objectives of the Wilshire Community Plan in that it will continue to allocate viable commercial development in the area. The development will provide additional employment opportunities within an underdeveloped site. The project include residential, retail, and restaurant uses. The proposed pedestrian promenade will create a pedestrian friendly environment outside and within the development by providing dedicated walkways and by separating vehicular and pedestrian access points to the site. The project will improve and provide street trees, close extraneous curb cuts, and provide appropriate drought tolerate landscaping. As proposed, the project will be in substantial conformance with the provisions of the General Plan and the Wilshire Community Plan.

10. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

Capability with Existing and Future Development

The proposed structures are consistent with the visual character of the area. The project site located within a highly urbanized area with a mix of land uses, including commercial, retail, and residential. The site is bound by Wilshire Boulevard to the north, Mariposa Avenue to the east, Irolo Street to the west, and 7th Street to the south. The existing office buildings on-site at 3440 Wilshire has three 12-story buildings and one 11-story building. Approximately 100 feet east of the site is a 13-story office building located at 3424 Wilshire Boulevard. A 28-story office building is located approximately 450 feet north to the site, located at 3435 Wilshire Boulevard. Approximately 45 feet west of the proposed new development is a 21-story residential building, located at 691 Irolo Street. Structures directly west of the project site includes the seven-story Picadilly Apartments and a two-story shopping center. Structures on the west side of Irolo Street include the 18- and 12-story office building located along Wilshire Boulevard and Irolo Street.

The site is currently developed with four commercial office buildings with ground floor retail components. The existing office buildings contain approximately 760,456 square feet of commercial floor area. Three of these office buildings front Wilshire Boulevard and one fronts Irolo Street. The site is also maintained by two parking structure: a five-story parking

structure with vehicular access off 7th Street and a three-story parking structure with vehicular access of Mariposa Avenue. The five-story parking structure contains 707 vehicular parking spaces and the three-story parking structure contains 1,191 vehicular parking spaces. The four existing office buildings and five-story parking structure would remain as part of the project.

The proposed project includes the demolition of the existing three-story parking structure, for the construction, use, and maintenance of a 23-story mixed-use building and a 28-story mixed-use building, on top of a podium that is four stories above grade and two stories subterranean. The mixed-use development will include 640 apartment units, 10,738 square feet of commercial floor area, 1,921 vehicular parking spaces (714 residential and 500 commercial spaces, with 707 existing spaces to remain), 500 residential bicycle parking spaces and 1,340 commercial bicycle parking spaces. The proposed maximum floor area ratio would be 4.65:1.

The ground floor commercial component is well articulated with much of the retail and restaurant spaces located along the property line. It also offers breaks between the retail spaces for pedestrian entryways, which are visually interesting and inviting pedestrian-oriented characteristics. The grand entry plaza to the commercial component would be inviting and visually interesting, oriented toward Mariposa Avenue and Irolo Street.

Arrangement of Buildings (Height, Bulk, Setbacks)

The project will involve the construction of a 23-story mixed-use building (Tower 1) at 282 feet in height, and a 28-story (Tower 2) mixed-use building at 332 feet in height. Tower 1 and Tower 2 will share a podium with amenity space and four stories of above-grade (65 feet in height) and two stories of below-grade parking garage. While the project is taller than some buildings in the immediate vicinity, the buildings have been designed with material and color changes that are intended to treat this increased height and increase the building's compatibility with the area.

The project site is a through lot, with frontages along Wilshire Boulevard and 7th Street. Pursuant to LAMC Section 12.16 (C4 Zone), no front yard setback is required. Pursuant to LAMC Section 12.22 A.18, no yard requirements shall apply to the residential portions of buildings, including the residential use, located on lots in the CR, C1, C1.5, C2, C4 and C5 Zones used for combined commercial and residential uses, if such portions abut a street. Accordingly, no setbacks are provided along the southern property line fronting 7th Street and the eastern property line along Mariposa Avenue.

At the ground floor, the project has been designed to provide commercial uses that enhance the pedestrian experience along Mariposa Avenue. Entrances to the building are provided via street level as well as from the parking garage. The project design is intended to activate the street frontages and conceal the project's internal parking. At the ground level, the internal parking is screened by the building lobby, retail uses, and bicycle storage facilities. Above the ground floor uses, the applicant is proposing a screening system of metal panels and varying opaque glass features to blend the podium levels into Towers 1 and 2. Materials of the proposed glass include frosted glazing and shadow box glazing, which will minimize the appearance of the parking garage.

Therefore, the proposed bulk, height, and setbacks of the development are similar to nearby structures, and the proposed landscaping will make the site more attractive and well integrated with the surrounding neighborhood.

Parking, Loading Areas, Trash Collection

The design of the project's off-street parking facilities and trash collecting and loading areas have been appropriately planned to reduce negative impacts created by vehicles and will be compatible with existing and future development on adjacent and neighboring properties. Off-street parking for vehicles and bicycles are designed to be compatible with surrounding development. All required off-street parking will be provided on-site. A total of 1,214 vehicular parking spaces within two levels of subterranean, at-grade, and four levels of above grade parking garage. In addition, 707 vehicular spaces will remain in the existing five-story parking garage. The above level of parking will be screened so that garage lights and headlights will not been seen from the adjoining streets. Additionally, the project would provide 1,840 bicycle parking spaces. The project will also support future electric vehicle ("EV") supply equipment, with EV ready parking spaces and chargers to immediately accommodate EVs within the garage. The project proposes to remove one existing driveway located near the intersection of Mariposa Avenue and 7th Street, add two new driveways, with five vehicular driveways to service the property. The commercial loading area is accessible from Irolo Street. The project will locate trash and recycling collection within the building. These collection areas will be enclosed within the project's parking structure in order to minimize any impacts on existing or future surrounding uses.

Landscaping

The project will provide 8,622 square feet of landscaping including trees, groundcover, and shrubs. Landscaping will be provided within the fifth floor residential level, the roof level, as well as areas of the ground floor. The primary landscape features at grade includes a landscaped pedestrian paseo with courtyards at the center of the property lined with retail and restaurants. The landscape programming would enhance the surrounding streetscape by incorporating outdoor seating areas, drought resistant planting, new shade trees, landscaped trellises, and water features. The project is proposing to plant three canopy trees and eight street trees at grade, seven canopy trees and 84 screening trees on the fifth level, and 58 screening trees at the roof deck.

Lighting

The proposed project's lighting scheme will be compatible with surrounding development. Exterior lighting will illuminate on-site facilities in order to provide sufficient lighting for circulation and security, while minimizing impacts on adjacent properties. Ground level lighting for the commercial center will activate and enhance the pedestrian environment at night.

In conclusion, the project has been designed with attention to building orientation, massing, parking, and other improvements that create a compatible development. The building is designed to provide a presence along all street frontages and is articulated on all sides to provide architectural interest which help reduce the massing of the building, thereby making it more interesting to the surrounding area. The project will redevelop an underutilized site, located immediately adjacent to a major commercial corridor. The project will be appropriately located and designed to complement existing and future development.

11. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

The project proposes a total of 640 units and provide a variety of unit types which include 441 studio units and 199 two-bedroom units. The project will provide 68,975 square feet of

open space. The landscaped open space will be allocated on the ground floor, fifth residential level, and roof level. Approximately 17,882 square feet of outdoor open space is provided on the amenity deck on the fifth floor, and 8,000 square feet will be provided on the roof level, for a total of 25,882 square feet of common outdoor open space. The project will also provide 25,850 square feet in private balconies. The outdoor open space areas will be landscaped with both drought tolerant and shade giving species. The project will also support future electric vehicle ("EV") supply equipment, with EV ready parking spaces and chargers to immediately accommodate EVs within the garage. As conditioned, the project shall also comply with the Los Angeles Municipal Green Building Code to make the project solar ready. As such, the project provides recreational and service amenities to improve habitability for the residents and to minimize impacts on neighboring properties.

12. CEQA Finding

A Mitigated Negative Declaration (ENV-2016-3693-MND), corresponding Mitigation Monitoring Program (MMP) and Errata dated March 2, 2020 and March 10, 2020 were prepared for the proposed project. The Mitigation Monitoring Program (MMP) is a document that is separate from the MND and is prepared and adopted as part of the project's approval. Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition to the mitigation measures required of the project and any proposed project design features, the applicant is required to adhere to applicable RCMs required by law.

The Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Central Project Planning Division in Room 621, 201 North Spring Street. The Department found that potential negative impact could occur from the project's implementation due to: Transportation/Traffic. The MND was circulated for public review on February 6, 2020 through March 9, 2020. The Planning Department received five (5) comment letters during the comment period. Following the comment period, staff received an additional 6 comment letters pertaining to both CEQA and non-CEQA related items. The environmental consultant retained for the project prepared responses to these comments. The City concurs with the responses prepared by the consultant. Therefore, on the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

A joint public hearing conducted by the Hearing Officer and the Deputy Advisory Agency on this matter, in conjunction with Case No. VTT-74602, was held in Room 1070, City Hall on Wednesday, March 11, 2020 at 9:30 AM. In attendance were the project representative, and several stakeholders and members of the general public.

Summary of Public Hearing and Communications

1. Present: Ten (10) people signed in at the hearing.

2. Public Speakers: 16 people spoke at the hearing, not inclusive of the applicant team; ten (10) people spoke in support of the project; five (5) people spoke in opposition to the project; and one (1) person provided general comments.

3. Council District: A representative from Council District 10 provided comments and stated that the project received a support letter from the Wilshire Center – Koreatown Neighborhood Council, which requested that the housing component include 5 percent Moderate Income Housing based on Area Medium Income. The Council Office further requests that at least 10% be provided for Moderate Income Housing based on Area Medium Income.

4. The applicant's representative described the site location, project description, and requested entitlements.

    - The area of Wilshire is very walkable and made up of various vibrant commercial corridors, with a number of public transit options nearby, including the Red and Purple Line Station, the Wilshire Boulevard Rapid Transit, and various local and regional bus lines
    - There are no existing residential units on the project site
    - The project site is consistent with the Mayor's vision in eliminating underutilized parking structures and replacing them with residential housing to meet the City's housing goals and housing obligations
    - The project was designed to be pedestrian friendly and activate the area. The ground floor design would encourage daytime and nighttime pedestrian activity
    - The applicant team worked with City Planning to refine the design of the podium parking. The podium parking design now fully integrates parking into the building design and the form of the project.
    - The parking reflects the overall design of the project and would not be recognizable as a separate parking use.
    - Parking podium is concealed with visually opaque materials and treatments
    - To facilitate the future adaptive reuse of the parking garage, the parking podium incorporates flat four levels
    - Applicant has reviewed all agency comments and is in fully concurrence and accepts all proposed conditions of approval
    - Applicant has received comments letters received to date and there is no evidence requiring the preparation of an EIR or any additional analysis
    - Applicant concurs with staff and requests that the record be kept open until 5 PM on March 13, 2020 for any additional evidence to be submitted to the City

5. Public Hearing Testimony

Speaker Comments Supporting the Project

- Applicant has submitted to support local workforce and local hire
- Applicant has worked closely with the community
- The project will increase the housing stock
- The project will improve the local economy
- The project will support local businesses
- MND is adequate and an environmentally friendly project
- The area needs housing and job for local residents
- The project will provide housing in the City near transit

Speaker Comments in Opposition to the Project

- City has lots of empty homes and the project lacks affordable units
- Proposed units are not affordable
- Construction activities will be detrimental to nearby high school
- Construction impacts related to noise, dust, and air quality
- Loss of physical and mental health in the nearby residential community
- Nearby landlords and tenants cannot afford to retrofit
- Project will create heating loads to nearby buildings
- Existing parking garage is heavily utilized and neighborhood needs parking
- Change of zoning designation will raise the rent prices in the neighborhood
- Construction activities will impact pedestrian and vehicular access

General Comments

- A representative on behalf of Service Employees International United Service Workers West raised concerns for the proposed project regarding the following:

    - Lack of compliance with the LAMC and CEQA
    - Lack of explanation on the long delay of the project
    - Lack of compliance with updated housing laws
    - Project should have been terminated
    - Project did not compare Green House Gas emission against SCAQMD significance thresholds
    - MND lacks VMT analysis

6. The applicant's representative responded to the public comments.

- No evidence was submitted challenging the adequacy of the MND
- The Neighborhood Council submitted its letter of support requesting 5% Moderate Income Housing units
- The project does include 5% of the units set aside for Moderate Income Household
- There will likely be excess parking in the parking structure and the applicant will allow others to use
- All housing is needed in all income levels
- Project replaces a parking structure with over 600 housing units to help the City meets its obligations

7. The Bureau of Engineering and Bureau of Street Lighting had no additional comments pertaining to VTT-74602 as the applicant concurs with all conditions of approval.

8. Planning staff clarified that even the entitlements were filed in September of 2016, the entitlements were deemed complete prior to 2017, thus not subject to Measure JJJ.

9. The Deputy Advisory Agency held the VTT and MND entitlements under advisement until the applicant provided responses to the comments received from Caltrans.

Communications

On March 8, 2019, the Wilshire Center - Koreatown Neighborhood Council submitted a letter in support of the project, with the following condition:

- Provision of a 5% unit set aside for tenants earning Moderate Area Medium Income (80-120% AMI)

On February 14, 2020, an electronic mail was submitted by Emily Keough opposing the project due to the following issues:

- Severe residential parking crisis in Koreatown
- Existing parking structure serve as a buffer between the residential block of South Normandie and the Wilshire Center business district
- Area does not need another luxury high rise apartment building
- Area needs more public spaces and parks to serve residents and families

On February 18, 2020, an electronic mail was submitted by Anastasiia Ponomarova opposing the project due to the following issues:

- Opposes removal of existing parking structure
- Opposes construction near historic Langham building
- Lack of residential parking spaces in the neighborhood
- Proposed apartment complex will impact historic nature of existing neighborhood
- Impacts from construction related to noise and dust

On March 2, 2020, a letter was submitted by Lozeau Drury LLP on behalf of Supporters Alliance for Environmental Responsibility and stated that the MND prepared for the project failed to account for the cumulative impacts of the existing and/or proposed projects within the vicinity of the site, and requests an Environmental Impact Report be prepared.

On March 2, 2020, the California Department of Transportation (Caltrans) submitted comments on the Mitigated Negative Declaration (MND). After reviewing the MND, Caltrans requests more information about how the trip distribution percentage of 7.5% to the US-101 at Normandie Avenue was determined. In the letter, Caltrans stated that it concurs with the statements in the Transportation Impact Analysis, and encourages the Lead Agency to integrate transportation and land use in a way that reduce VMT and GHG emissions, as well as facilitates a high level of non-motorized travel and transit use. Caltrans supports the infill nature of the project and the Transit Demand Model (TDM) strategies it has incorporated, such as providing 1,840 bicycle spaces. In addition, Caltrans suggested the following TDM strategies to be integrated into the project:

- Decrease the amount of single occupancy vehicle parking by replacing those spaces with more carpool and bicycle parking
- Ensure that the provided short term bicycle parking is secure

- Confirm that the parking structure entrances/exits are pedestrian-friendly by setting them back from the sidewalk to increase pedestrian visibility
- Provide bicycle facilities to connect the bicycle facilities on 7th Street and Oxford Avenue
- Create a transit shelter at the Normandie/Wilshire Metro stop located on the west side of Irolo Street
- Increase the visibility of crosswalks and install ADA compliant curb ramps at the Wilshire Boulevard and Mariposa Avenue intersection, as well as the 7th Street and Mariposa Avenue intersection

On March 9, 2020, the Los Angeles Unified School District (LAUSD) Office of Environmental Health and Safety submitted a comment on the Mitigated Negative Declaration. The project is located adjacent to the Robert F. Kennedy Community Schools. LAUSD is concerned about the potential adverse traffic and pedestrian safety impacts of the project on students and staff at the campus. The Letter recommend the following measures be taken to address potential impacts to the school:

Transportation/Traffic

To ensure that effective conditions are employed to reduce construction and operation related transportation impacts on District sites, we ask that the following language be included in the Construction Traffic Management Plan (TRAN-PDF-1):

- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- School buses must have unrestricted access to schools.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school bus performance and passenger safety.
- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents dropping off their children must have access to the passenger loading areas.

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the Project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective conditions are employed to reduce construction related pedestrian safety impacts on District sites, we ask that the following language be included in the recommended conditions for pedestrian safety impacts:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to Robert F. Kennedy Community Schools. The Safe Routes to School map for Robert F. Kennedy Community Schools is available at: https://achieve.lausd.net/Page/3990.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.

- To the extent feasible, haul routes are to be routed away from the campus, except when school is not in session.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised at impacted school crossings by construction-related activities.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.

On March 11, 2020, a letter was submitted by Gideon Kracov on behalf of Service Employees International Union – United Service Workers West and its members who live and work in the City. The letter outlined the following concerns, which were verbally presented in part during the public hearing on March 11, 2020:

- No explanation how the project's delayed processing avoids requirements of new housing laws (Measure JJJ)
- MND fails to compare project's GHG emissions against SCAQMD significance thresholds
- MND lacks required VMT transportation analysis
- Incomplete Noise significance analysis

On March 30, 2020, an electronic mail was submitted by Karrie Melendrez and requested that the public hearing for the project be postponed until after Neighborhood Council meetings have resumed.

On March 31, 2020, an electronic mail was submitted by Angie Brown opposing the proposed project and requested that the public hearing for the project be postponed until after Neighborhood Council meetings have resumed.

- Area does not need luxury towers
- Lack of green space in the City
- Construction impacts related to noise pollution

On March 31, 2020, an electronic mail was submitted by Katelyn Scanlan and requested that the public hearing for the project be postponed until after Neighborhood Council meetings have resumed.

On April 1, 2020, an electronic mail was submitted by Jennifer Wong and requested that the public hearing for the project be postponed until after Neighborhood Council meetings have resumed.

On April 5, 2020, an electronic mail was submitted by Karrie Melendrez opposing the project due to the following issues:

- Area does not need luxury towers
- Construction for the project will diminish quality of life for nearby residents
- Construction impacts related to noise and air pollution

EXHIBIT A

PROJECT PLANS – JAN 2020
CPC-2016-3692-VZC-MCUP-SPR

RECEIVED
CITY OF LOS ANGELES
JAN 28 2020
CITY PLANNING
PROJECT PLANNING

CENTRAL PLAZA

CASE FILING
JANUARY 9TH 2020

SHEET INDEX

GENERAL

G0.00	COVER SHEET
G0.01	PLOT PLAN

ARCHITECTURAL

A1.01	LEVEL B2 PLAN
A1.02	LEVEL B1 PLAN
A1.03	LEVEL 1 PLAN
A1.04	LEVEL 2 PLAN
A1.05	LEVEL 3 PLAN
A1.06	LEVEL 4 PLAN
A1.07	LEVEL 5 PLAN
A1.08	FLOOR PLAN - LOWER LEVELS
A1.09	FLOOR PLAN - UPPER LEVELS
A1.10	FLOOR PLAN - PENTHOUSE
A1.11	FLOOR PLAN - AMENITY DECK
A1.12	ROOF PLAN
A2.01	WEST ELEVATION - SITE
A2.02	WEST ELEVATION
A2.03	WEST ELEVATION
A2.04	NORTH ELEVATION 1
A2.05	NORTH ELEVATION 2
A2.06	SOUTH ELEVATION 1
A2.07	SOUTH ELEVATION 2
A2.08	EAST ELEVATION - SITE
A2.09	EAST ELEVATION
A2.10	EAST ELEVATION
A2.11	LEVEL 1 ENLARGED ELEVATIONS
A2.12	LEVEL 1 ENLARGED ELEVATIONS
A3.01	BUILDING SECTION
A3.02	BUILDING SECTION
A3.03	PARKING FACADE DETAILS
A3.04	PARKING FACADE DETAILS
A3.05	PARKING FACADE DETAILS
A4.01	CUB EXHIBIT
A4.01	CUB EXHIBIT - ENLARGED PLAN
A9.01	RENDERING
A9.02	RENDERING
A9.03	RENDERING

LANDSCAPE

L1.01	LEVEL 1 LANDSCAPE PLAN
L1.02	LEVEL 5 LANDSCAPE PLAN
L1.03	ROOF LEVEL LANDSCAPE PLAN
L1.04	SAMPLE CONCEPT IMAGERY
L1.05	PLANTER WALL HEIGHT PLAN
L1.06	TREE DISPOSITION PLAN
L1.07	PLANTING PALETTE - L1
L1.08	PLANTING PALETTE - L5/ROOF

EXHIBIT "A"
Page No. _____ of _____
Case No. _____

NOT FOR CONSTRUCTION

FAX: 213-633-6080
WWW.CALLISONRTKL.COM
PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

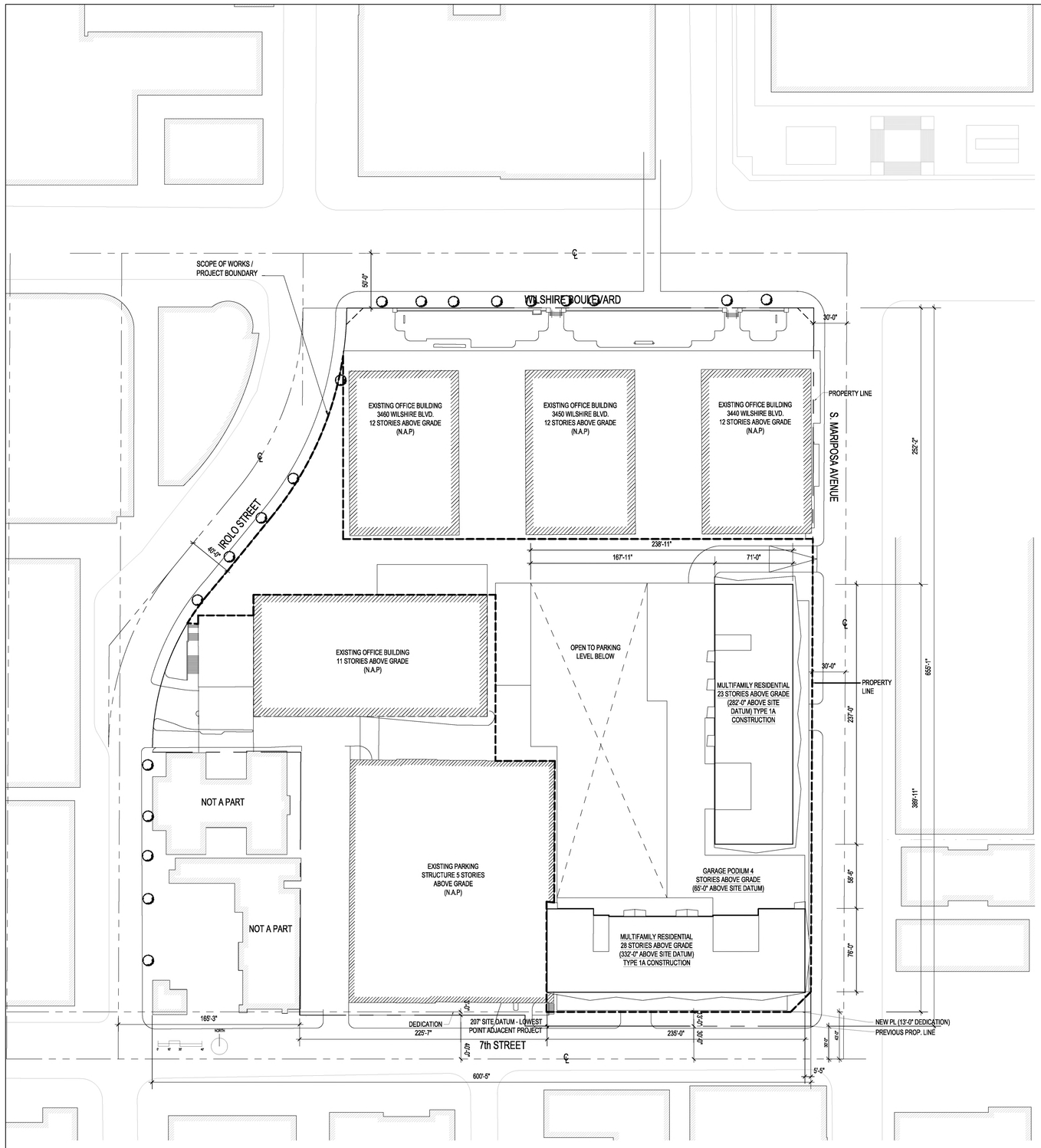
1	08/08/2018	CASE FILING
2	06/18/2019	REVISION FILING
3	12/07/2019	REVISION FILING
4	04/16/2019	REVISION FILING
5	07/18/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
COVER SHEET

NUMBER
G0.00

2020 CALLISON RTKL, INC.



1 PLOT PLAN

0 50′ 100′

SCALE: 1" = 50'

3440 WILSHIRE PROJECT SUMMARY

APPLICANT	CENTRAL PLAZA LLC C/O EDGAR KHALATIAN, MAYER BROWN LLP 350 SOUTH GRAND AVENUE, 25TH FLOOR LOS ANGELES, CALIFORNIA 90071
BUILDING ADDRESS	3440 WILSHIRE BOULEVARD LOS ANGELES, CA 90010

ZONING

SITE CLASSIFICATION = C4-2, PB-2, P-2
WILSHIRE COMMUNITY PLAN AREA
REGIONAL CENTER COMMERCIAL
ZI-1940 WILSHIRE CENTER/KOREATOWN REDEVELOPMENT PROJECT
ZI-2374 LOS ANGELES STATE ENTERPRISE ZONE
ZI-1117 MTA PROJECT
ZI-2410 METRO WESTSIDE SUBWAY EXTENSION PROJECT

RESIDENTIAL DENSITY

- 441 STUDIO UNITS
- 199 2BR UNITS

640 DWELLING UNITS PROVIDED INC. 5% MODERATE INCOME (32 UNITS)

FLOOR AREA

LOT & BUILDING AREA	
LOT AREA	320,534 SF
LOT AREA LESS DEDICATION	316,438 SF (BUILDABLE AREA - F.A.R. BASED ON GROSS SITE AREA PER LAMC 14.5.3)
FLOOR AREA	
ALLOWABLE F.A.R.	6 : 1
	6 x 316,438 =
TOTAL ALLOWED AREA	**1,898,628 SF**
EXISTING COMMERCIAL	**760,456 SF**
PROVIDED COMMERCIAL	10,738 SF
PROVIDED RESIDENTIAL	701,315 SF
TOTAL PROVIDED AREA	**712,053 SF**
TOTAL PROPOSED + EXISTING	**1,472,509 SF**
PROVIDED F.A.R.	4.65 : 1

PARKING

PER LAMC 12.21 A.4(a) & *LAMC 12.21 A.4 (x) (3)*

AUTOMOBILE

NO. OF PARKING SPACES REQUIRED		
UNITS < 3 HABITABLE ROOMS	441 x 1/EA =	441
UNITS 3 HABITABLE ROOMS	0 x 1.5/EA =	0
UNITS > 3 HABITABLE ROOMS	199 x 2/EA =	398
TOTAL RESIDENTIAL		839
NO. OF AUTOMOBILE PARKING REQUIRED		
RESIDENTIAL		839
15% RES. BIKE REPLACEMENT		-125
RESIDENTIAL PARKING REQ'D		714
EXISTING COMMERCIAL 2 per 1,000 (760,456 / 500)		1,521
NEW COMMERCIAL 2 per 1,000 (10,738 / 500)		21
COMMERCIAL REQUIRED		1,542
TOTAL COMMERCIAL BIKE REPLACEMENT		- 335 (21.7%)
COMMERCIAL PARKING REQ'D WITH BIKE REDUCTION		1,207
TOTAL REQUIRED		1,921

NO. OF AUTOMOBILE PARKING PROVIDED

	COMMERCIAL			RESIDENTIAL			
LEVEL	STANDARD	COMPACT	TANDEM	STANDARD	COMPACT	TANDEM	TOTAL
LEVEL B2	205	17					222
LEVEL B1	183	18	6				207
LEVEL 1	68	3		51			122
LEVEL 2				205	16		221
LEVEL 3				205	16		221
LEVEL 4				193	28		221
	458	38	6	653	60		
TOTAL	500			714			1,214

NEW CONSTRUCTION TOTAL:	1,214
(OF WHICH 5% TO BE EV SPACES)	61 EV SPACES
EXISTING CONSTRUCTION	707
TOTAL PARKING PROVIDED	**1,921**

BICYCLE

RESIDENTIAL

SHORT TERM

UNITS	RATIO	REQUIRED	PROVIDED
1-25	1 SPACE PER 10 UNITS	2.5	2
26-100	1 SPACE PER 15 UNITS	5	5
101-200	1 SPACE PER 20 UNITS	5	5
201+	1 SPACE PER 40 UNITS	11	11
TOTAL SHORT TERM		23	23

LONG TERM

UNITS	RATIO	REQUIRED	PROVIDED
1-25	**1 SPACE PER UNIT**	25	25
26-100	1 SPACE PER 1.5 UNITS	50	50
101-200	1 SPACE PER 2 UNITS	50	50
201+	1 SPACE PER 4 UNITS	110	110
TOTAL LONG TERM		235	235

RESIDENTIAL AUTOMOBILE REPLACEMENT STALLS **(125 x 4 =) 500**

TOTAL RESIDENTIAL BIKE PARKING STALLS: **(23 SHORT TERM + 477 LONG TERM) 500**

COMMERCIAL

PROPOSED SHORT TERM		
1 PER 2,000 SF	5	5
PROPOSED LONG TERM		
1 PER 2,000 SF	5	5
EXISTING COMMERCIAL REPLACEMENT STALLS		1,332
PROPOSED COMMERCIAL REPLACEMENT STALLS		8
TOTAL COMMERCIAL BIKE PARKING STALLS:		(5 SHORT TERM + 1,335 LONG TERM) 1,340
TOTAL BICYCLE STALLS	268	1,840

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 1:
THOSE PORTIONS OF LOTS 94 THROUGH 98 INCLUSIVE OF WILSHIRE HARVARD HEIGHTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8 PAGE 113 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 1 SOUTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, IN SAID CITY, COUNTY AND STATE, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, DESCRIBED AS A WHOLE AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF WILSHIRE BOULEVARD, 100 FEET WIDE, (SAID SOUTHERLY LINE BEING EASTERLY PROLONGATION OF THE NORTHERLY LINE OF LOT "B" OF WILSHIRE HARVARD HEIGHTS, AS PER MAP RECORDED IN BOOK 8 PAGE 161 OF SAID MAPS) WITH A LINE PARALLEL WITH AND DISTANT 40 FEET EASTERLY MEASURED AT RIGHT ANGLES FROM THE EASTERLY LINE OF SAID LOT "B"; THENCE SOUTHWESTERLY ALONG A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 301.92 FEET AND BEING TANGENT TO SAID PARALLEL LINE, AN ARC DISTANCE OF 4.3.79 FEET TO A POINT, A RADIAL LINE OF SAID CURVE TO SAID POINT BEARS SOUTH 81 DEGREES 46 MINUTES 24 SECONDS EAST; THENCE SOUTH O DEGREES 05 MINUTES 00 SECONDS EAST 168 . .39 FEET; THENCE NORTH 89 DEGREES .39 MINUTES .30 SECONDS EAST 1.39.67 FEET; THENCE SOUTH O DEGREES 05 MINUTES 00 SECONDS EAST 158.8.3 FEET; THENCE SOUTH 89 DEGREES .39 MINUTES .30 SECONDS WEST .309.70 FEET TO A POINT IN THE SOUTHEAST LINE OF NORMANDY AVENUE, AS DESCRIBED IN THE DEED RECORDED IN BOOK 4.3.314 PAGE 4.34, OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 220.00 FEET, A RADIAL LINE OF SAID CURVE TO SAID POINT BEARS NORTH 82 DEGREES 24 MINUTES .33 SECONDS WEST; THENCE NORTHEASTERLY ALONG SAID CURVE 120.82 FEET: THENCE TANGENT TO SAID CURVE, NORTH .39 DEGREES 00 MINUTES 16 SECONDS EAST 92.68 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF .301 92 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE, 48.78 FEET TO THE EASTERLY LINE OF SAID LOT "B"; THENCE NORTH O DEGREES 05 MINUTES 00 SECONDS WEST ALONG SAID EASTERLY LINE, 150.00 FEET TO THE SOUTH LINE OF SAID WILSHIRE BOULEVARD; THENCE ALONG SAID BOULEVARD, NORTH 89 DEGREES .39 MINUTES 30 SECONDS EAST 40 FEET TO THE POINT OF BEGINNING.
PARCEL 2:
THAT PORTION OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 1 SOUTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF MARIPOSA AVENUE, 80 FEET 'MOE, WITH THE SOUTHERLY LINE OF WILSHIRE BOULEVARD, 100 FEET WIDE; THENCE WESTERLY ALONG SAID SOUTHERLY LINE, 161.50 FEET; THENCE SOUTHERLY AT RIGHT ANGLES TO SAID SOUTHERLY LINE, 655.04 FEET, MORE OR LESS, TO THE NORTHERLY LINE OF SEVENTH STREET, 60 FEET WIDE; THENCE EASTERLY ALONG SAID SEVENTH STREET, 158.55 FEET, MORE OR LESS, TO THE POINT OF INTERSECTION OF THE NORTHERLY LINE OF SEVENTH STREET THE WESTERLY LINE OF MARIPOSA AVENUE; THENCE NORTHERLY ALONG THE SAID MARIPOSA AVENUE, 655.10 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.
PARCEL 3:
THAT PORTION OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 1 SOUTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE SOUTHERLY LINE OF WILSHIRE BOULEVARD, 100 FEET WIDE, DISTANT SOUTH 89 DEGREES 39 MINUTES 00 SECONDS 'WEST THEREON 161.50 FEET FROM THE INTERSECTION OF SAID SOUTHERLY LINE WITH THE WESTERLY LINE OF MARIPOSA AVENUE, 80 FEET WIDE; THENCE SOUTH 89 DEGREES 39 MINUTES 30 SECONDS WEST,M ALONG SAID SOUTHERLY LINE, 160.625 FEET; THENCE AT RIGHT ANGLES, SOUTH O DEGREES 21 MINUTES 00 SECONDS EAST 645.12 FEET, MORE OR LESS, TO THE NORTHERLY LINE OF SEVENTH STREET; THENCE EASTERLY ALONG SAID SEVENTH STREET TO A LINE DRAWN AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID WILSHIRE BOULEVARD THAT PASSES THROUGH THE POINT OF BEGINNING; THENCE NORTH O DEGREES 21' MINUTES 00 SECONDS WEST, ALONG SAID LINE, 655.04 FEET, MORE OR LESS, TO THE POINT OF BEGINNING. EXCEPT THAT PORTION THEREOF, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF WILSHIRE BOULEVARD, 100 FEET 'MOE, (SAID SOUTHERLY LINE BEING EASTERLY PROLONGATION OF THE NORTHERLY LINE OF LOT "B" OF WILSHIRE HARVARD HEIGHTS, AS PER MAP RECORDED IN BOOK 8 PAGE 161 OF SAID MAPS) WITH A LINE PARALLEL WITH AND DISTANT 40 FEET EASTERLY MEASURED AT RIGHT ANGLES FROM THE EASTERLY LINE OF SAID LOT "B"; THENCE SOUTHWESTERLY ALONG A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 301.92 FEET AND BEING TANGENT TO SAID PARALLEL LINE, AN ARC DISTANCE OF 43.79 FEET TO A POINT, A RADIAL LINE OF SAID CURVE TO SAID POINT BEARS SOUTH 81 DEGREES 46 MINUTES 24 SECONDS EAST; THENCE SOUTH O DEGREES 05 MINUTES 00 SECONDS EAST 168 . .39 FEET; THENCE NORTH 89 DEGREES .39 MINUTES .30 SECONDS EAST 1.39.67 FEET; THENCE SOUTH O DEGREES 05 MINUTES 00 SECONDS EAST 158.83 FEET; THENCE SOUTH 89 DEGREES 39 MINUTES 30 SECONDS WEST 176.50 FEET, MORE OR LESS, TO THE POINT IN THE EASTERLY LINE OF SAID WILSHIRE HARVARD HEIGHTS; THENCE NORTH O DEGREES 05 MINUTES 00 SECONDS WEST ALONG SAID EASTERLY LINE TO THE SOUTH LINE OF SAID WILSHIRE BOULEVARD: THENCE ALONG SAID BOULEVARD. NORTH 89 DEGREES 39 MINUTES 30 SECONDS EAST 40 FEET TO THE POINT OF BEGINNING.
PARCEL 4:
THAT PORTION OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 1 SOUTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE SOUTHERLY LINE OF WILSHIRE BOULEVARD, 100 FEET WIDE, DISTANT SOUTH 89 DEGREES 49 MINUTES 00 SECONDS 'WEST, THEREON 322.125 FEET FROM THE INTERSECTION OF SAID SOUTHERLY LINE WITH THE WESTERLY LINE OF MARIPOSA AVENUE, 60 FEET WIDE; THENCE SOUTH O DEGREES 21 MINUTES 00 SECONDS EAST 645.12 FEET TO THE NORTH LINE OF SEVENTH STREET; THENCE ALONG SAID SEVENTH STREET, SOUTH 89 DEGREES 40 MINUTES DO SECONDS WEST, TO THE EAST LINE OF WILSHIRE HARVARD HEIGHTS, AS PER MAP RECORDED IN BOOK 8 PAGE 113 OF MAPS; THENCE NORTH O DEGREES 05 MINUTES 00 SECONDS WEST, ALONG SAID LINE 644.97 FEET, MORE OR LESS, TO THE SOUTHERLY LINE OF SAID WILSHIRE BOULEVARD; THENCE NORTH 89 DEGREES 39 MINUTES 00 SECONDS EAST. ALONG SAID SOUTHERLY LINE, 143.456 FEET, MORE OR LESS, TO THE POINT OF BEGINNING. EXCEPT THAT PORTION THEREOF, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF WILSHIRE BOULEVARD, 100 FEET WIOE, (SAID SOUTHERLY LINE BEING EASTERLY PROLONGATION OF THE NORTHERLY LINE OF LOT "B" OF WILSHIRE HARVARD HEIGHTS, AS PER MAP RECORDED IN BOOK 8 PAGE 161 OF SAID MAPS) WITH A LINE PARALLEL WITH AND DISTANT 40 FEET EASTERLY MEASURED AT RIGHT ANGLES FROM THE EASTERLY LINE OF SAID LOT "B"; THENCE SOUTHWESTERLY ALONG A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF .301.92 FEET AND BEING TANGENT TO SAID PARALLEL LINE, AN ARC DISTANCE OF 43.79 FEET TO A POINT, A RADIAL LINE OF SAID CURVE TO SAID POINT BEARS SOUTH 81 DEGREES 46 MINUTES 24 SECONDS EAST; THENCE SOUTH O DEGREES 05 MINUTES 00 SECONDS EAST 168 . .39 FEET; THENCE NORTH 89 DEGREES .39 MINUTES .30 SECONDS EAST 1.39.67 FEET; THENCE SOUTH O DEGREES 05 MINUTES 00 SECONDS EAST 158.83 FEET; THENCE SOUTH 89 DEGREES 39 MINUTES 30 SECONDS WEST 176.50 FEET, MORE OR LESS, TO THE POINT IN THE EASTERLY LINE OF SAID WILSHIRE HARVARD HEIGHTS; THENCE NORTH O DEGREES 05 MINUTES 00 SECONDS WEST ALONG SAID EASTERLY LINE TO THE SOUTH LINE OF SAID WILSHIRE BOULEVARD; THENCE ALONG SAID BOULEVARD, NORTH 89 DEGREES 39 MINUTES .30 SECONDS EAST 40 FEET TO THE POINT OF BEGINNING.
PARCEL 5:
THOSE PORTIONS OF LOTS 9.3 AND 94 OF WILSHIRE HARVARD HEIGHTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8 PAGE 113 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF WILSHIRE BOULEVARD, 100 FEET 'MOE, (SAID SOUTHERLY LINE BEING THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF LOT "B" OF WILSHIRE HARVARD HEIGHTS, AS PER MAP RECORDED IN BOOK 8 PAGE 161 OF SAID MAPS) WITH A LINE PARALLEL WITH AND DISTANT 40 FEET EASTERLY MEASURED AT RIGHT ANGLES FROM THE EASTERLY LINE OF SAID LOT "B"; THENCE SOUTHWESTERLY ALONG CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF .301.92 FEET AND BEING TANGENT TO SAID PARALLEL LINE, AN ARC DISTANCE OF .205.97 FEET; THENCE TANGENT TO SAID CURVE, SOUTH 39 DEGREES 00 MINUTES 16 SECONDS WEST 92.68 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 220.00 FEET; THENCE SOUTHERLY ALONG SAID CURVE, 120.82 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 39 MINUTES .30 SECONDS EAST 1.3.3.28 FEET TO THE EAST LINE OF SAID LOT 94; THENCE ALONG THE EAST LINES OF SAID LOTS, SOUTH O DEGREES 05 MINUTES 00 SECONDS EAST 34.17 FEET TO THE SOUTH LINE OF THE NORTH 10 FEET OF SAID LOT 93; THENCE ALONG SAID SOUTH LINE, SOUTH 89 DEGREES 39 MINUTES 30 SECONDS WEST 135.25 FEET TO THE WEST LINE OF SAID LOT 93; THENCE ALONG SAID WEST LINE, NORTH O DEGREES 05 MINUTES 00 SECONDS WEST 4.80 FEET TO THE INTERSECTION OF SAID LINE WITH THE SOUTHERLY CONTINUATION OF THE CURVE HEREIN DESCRIBED HAVING A RADIUS OF 220.00 FEET: THENCE NORTHERLY ALONG SAID CURVE, 29.47 FEET TO THE TRUE POINT OF BEGINNING.
APN: 5094-002-011, 012, 013, 015, 017, 019, 020

OPEN SPACE

PER LAMC 12.21 G.2

OPEN SPACE REQUIRED	
UNITS < 3 HABITABLE ROOMS	441 x 100 SF/EA = 44,100 sf
UNITS = 3 HABITABLE ROOMS	199 x 125 SF/EA = 24,875 sf
UNITS > 3 HABITABLE ROOMS	0 x 175 SF/EA = 0 sf
TOTAL OPEN SPACE REQUIRED	**68,975 SF**
OUTDOOR OPEN SPACE PROVIDED	
LEVEL 5 (AMENITY DECK)	17,882 SF
ROOF LEVEL	8,000 SF
TOTAL COMMON OUTDOOR OPEN SPACE	25,882 SF
PRIVATE BALCONIES	
LEVEL 5 (25 x 50 SF)	1,250 SF
TOWER 1	
LEVELS 6-16 (12 PER FLOOR) 120 x 50 sf =	6,000 SF
LEVELS 17-21 (15 PER FLOOR) 90 x 50 sf =	4,500 SF
TOWER 2	
LEVELS 6-16 (10 PER FLOOR) 110 x 50 sf =	5,500 SF
LEVELS 17-26 (15 PER FLOOR) 150 x 50 sf =	7,500 SF
LEVEL 22 & 27 (22 X 50 SF)	1,100 SF
TOTAL BALCONIES (517 x 50 SF)	25,850 SF
INDOOR OPEN SPACE PROVIDED	
LEVEL 1 (LOBBY)	4,475 SF
LEVEL 5 (GYM & AMENITY LOUNGE(S)	4,785 SF
ROOF LEVEL AMENITY	8,575 SF
TOTAL COMMON INDOOR OPEN SPACE	17,835 SF
RATIO OF INDOOR COMMON SPACE COUNTED (MAX 25%) = 17,243 SF	
TOTAL OPEN SPACE PROVIDED	**68,975 SF**

LANDSCAPE

PER LAMC 12.21 G.2.A.3

REQUIRED COMMON OPEN SPACE (50%)	34,488 SF
PROVIDED PERCENTAGE OF LANDSCAPED COMMON OPEN SPACE (25%)	**8,622 SF**
REQUIRED NUMBER OF TREES ON-SITE (0.25 TREE PER DWELLING UNIT)	160
PROVIDED NUMBER OF TREES ON-SITE	**160**

NOT FOR CONSTRUCTION

CALLISONRTKL
A DESIGN CONSULTANCY OF ARCADIS

CALLISON RTKL, INC.
333 S. HOPE STREET, C-200
LOS ANGELES, CA 90071
TEL: 213-633-6000
FAX: 213-633-6060
WWW.CALLISONRTKL.COM
PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

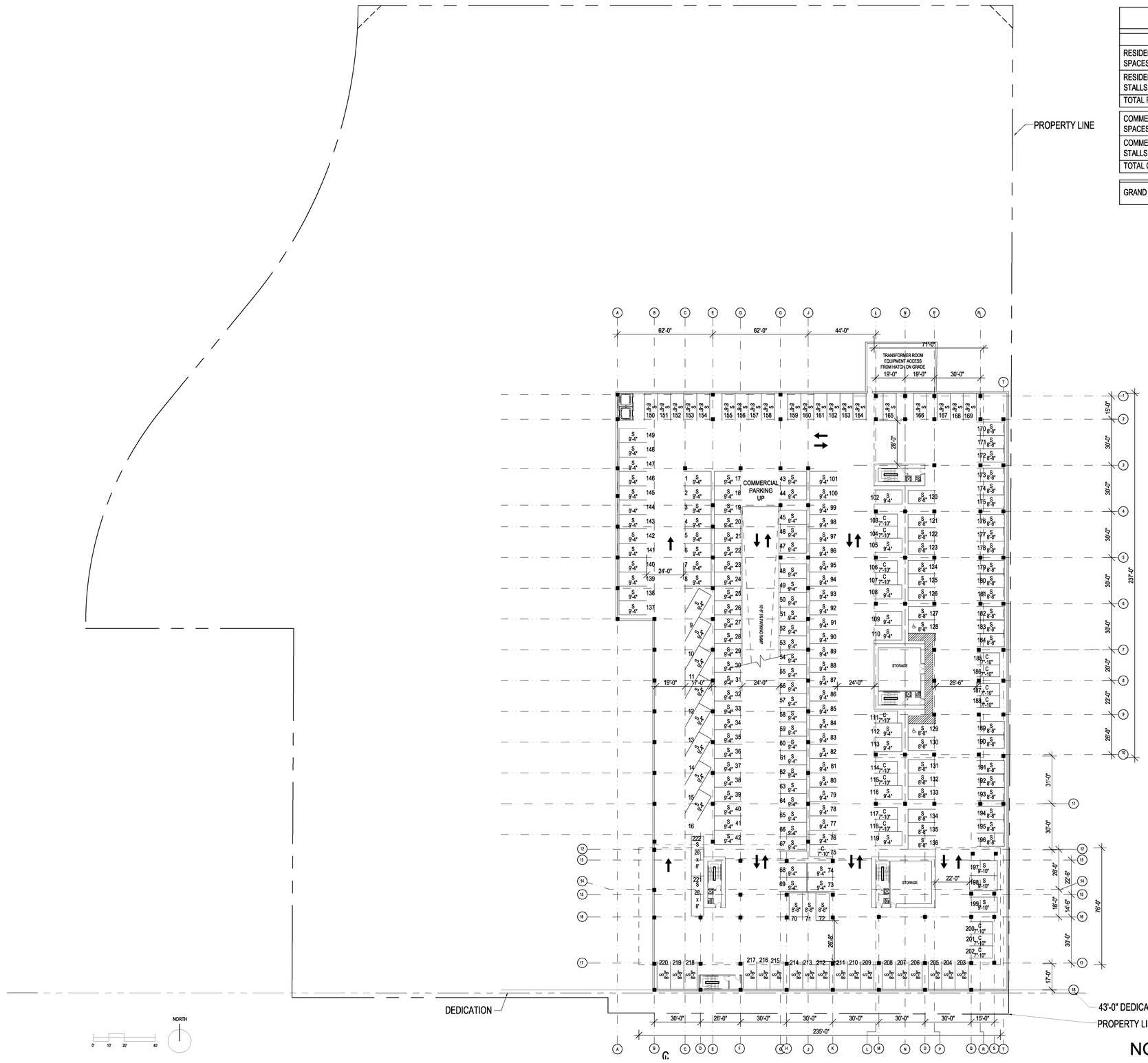
SHEET IDENTIFICATION
TITLE
PLOT PLAN

NUMBER
G0.01

2020 CALLISON RTKL, INC.

PARKING MIX, LEVEL B2

	FIRST ACCESS	TANDEM
RESIDENTIAL COMPACT SPACES	0 SPACES	0 SPACES
RESIDENTIAL STANDARD STALLS	0 SPACES	0 SPACES
TOTAL RESIDENTIAL	0 SPACES	0 SPACES
COMMERCIAL COMPACT SPACES	17 SPACES	0 SPACES
COMMERCIAL STANDARD STALLS	205 SPACES	0 SPACES
TOTAL COMMERCIAL	222 SPACES	0 SPACES
GRAND TOTAL	222 SPACES	



1 LEVEL B2
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 040-170110.00

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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

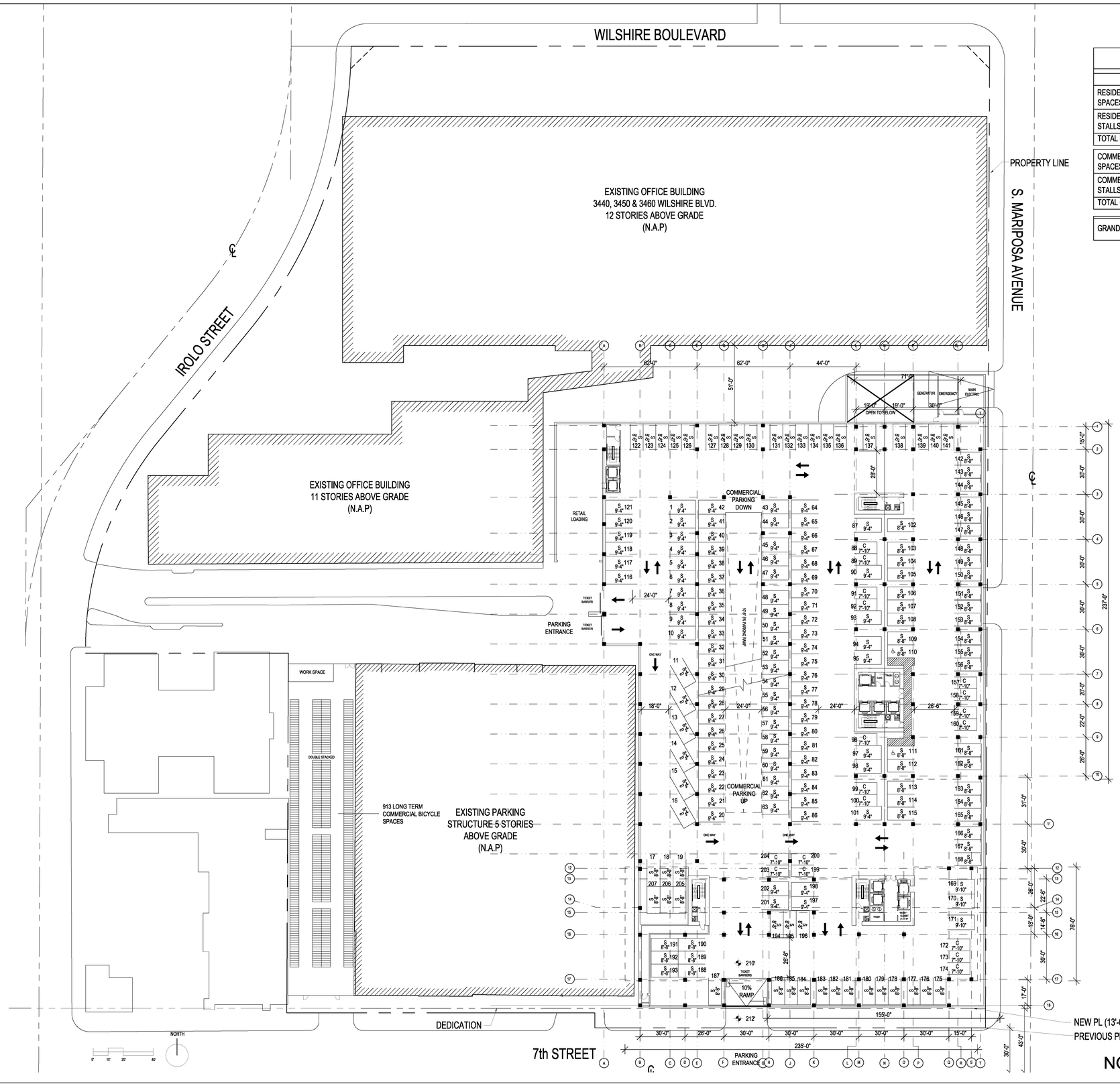
1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/08/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - LEVEL B2

NUMBER
A1.01

2020 CALLISON RTKL, INC.



PARKING MIX, LEVEL B1

	FIRST ACCESS	TANDEM
RESIDENTIAL COMPACT SPACES	0 SPACES	0 SPACES
RESIDENTIAL STANDARD STALLS	0 SPACES	0 SPACES
TOTAL RESIDENTIAL	0 SPACES	0 SPACES
COMMERCIAL COMPACT SPACES	18 SPACES	0 SPACES
COMMERCIAL STANDARD STALLS	183 SPACES	6 SPACES
TOTAL COMMERCIAL	201 SPACES	6 SPACES
GRAND TOTAL	207 SPACES	

1 LEVEL B1
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

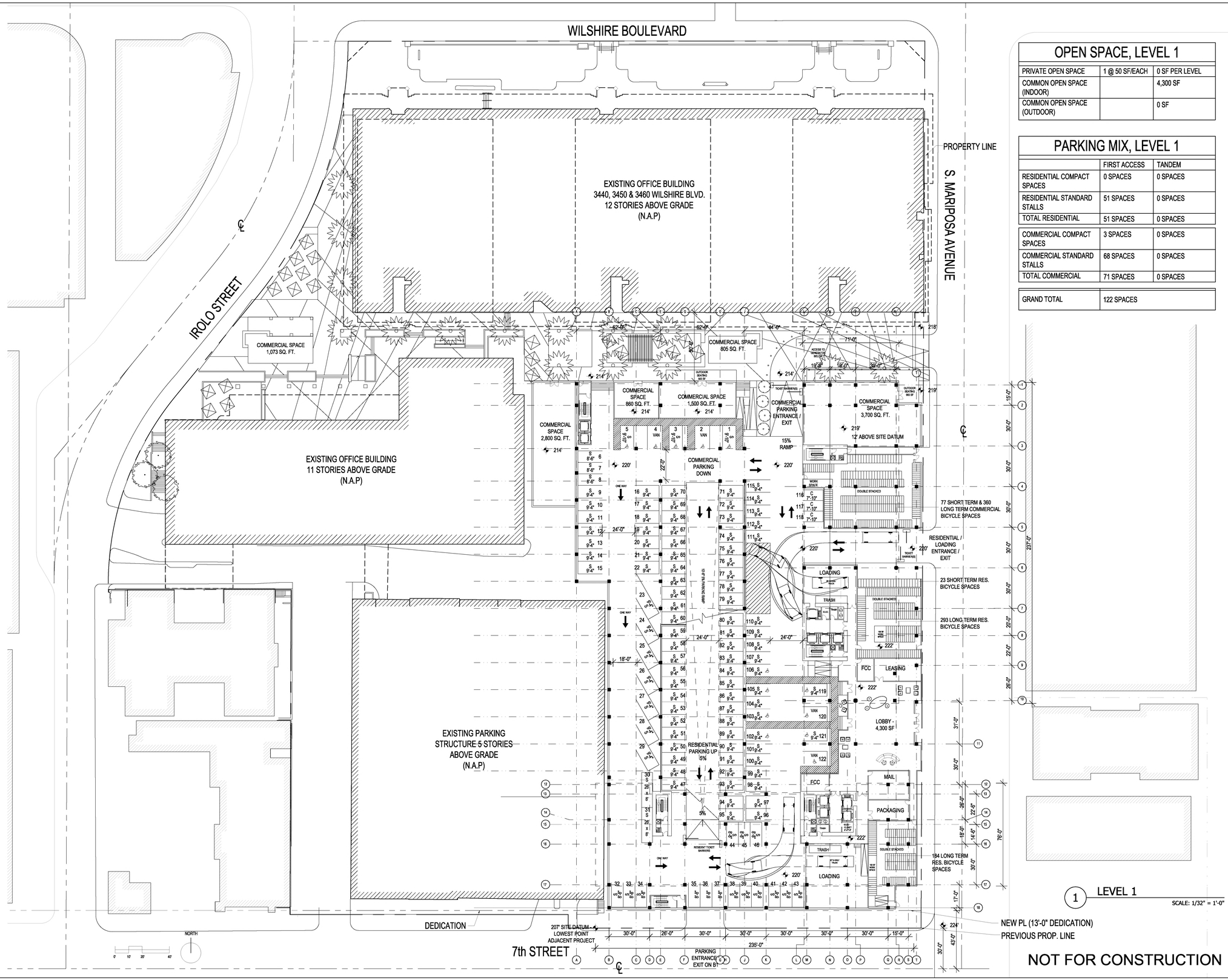
1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/08/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - LEVEL B1

NUMBER
A1.02

2020 CALLISON RTKL, INC.



1 LEVEL 1
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

OPEN SPACE, LEVEL 1

PRIVATE OPEN SPACE	1 @ 50 SF/EACH	0 SF PER LEVEL
COMMON OPEN SPACE (INDOOR)		4,300 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PARKING MIX, LEVEL 1

	FIRST ACCESS	TANDEM
RESIDENTIAL COMPACT SPACES	0 SPACES	0 SPACES
RESIDENTIAL STANDARD STALLS	51 SPACES	0 SPACES
TOTAL RESIDENTIAL	51 SPACES	0 SPACES
COMMERCIAL COMPACT SPACES	3 SPACES	0 SPACES
COMMERCIAL STANDARD STALLS	68 SPACES	0 SPACES
TOTAL COMMERCIAL	71 SPACES	0 SPACES
GRAND TOTAL	122 SPACES	

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

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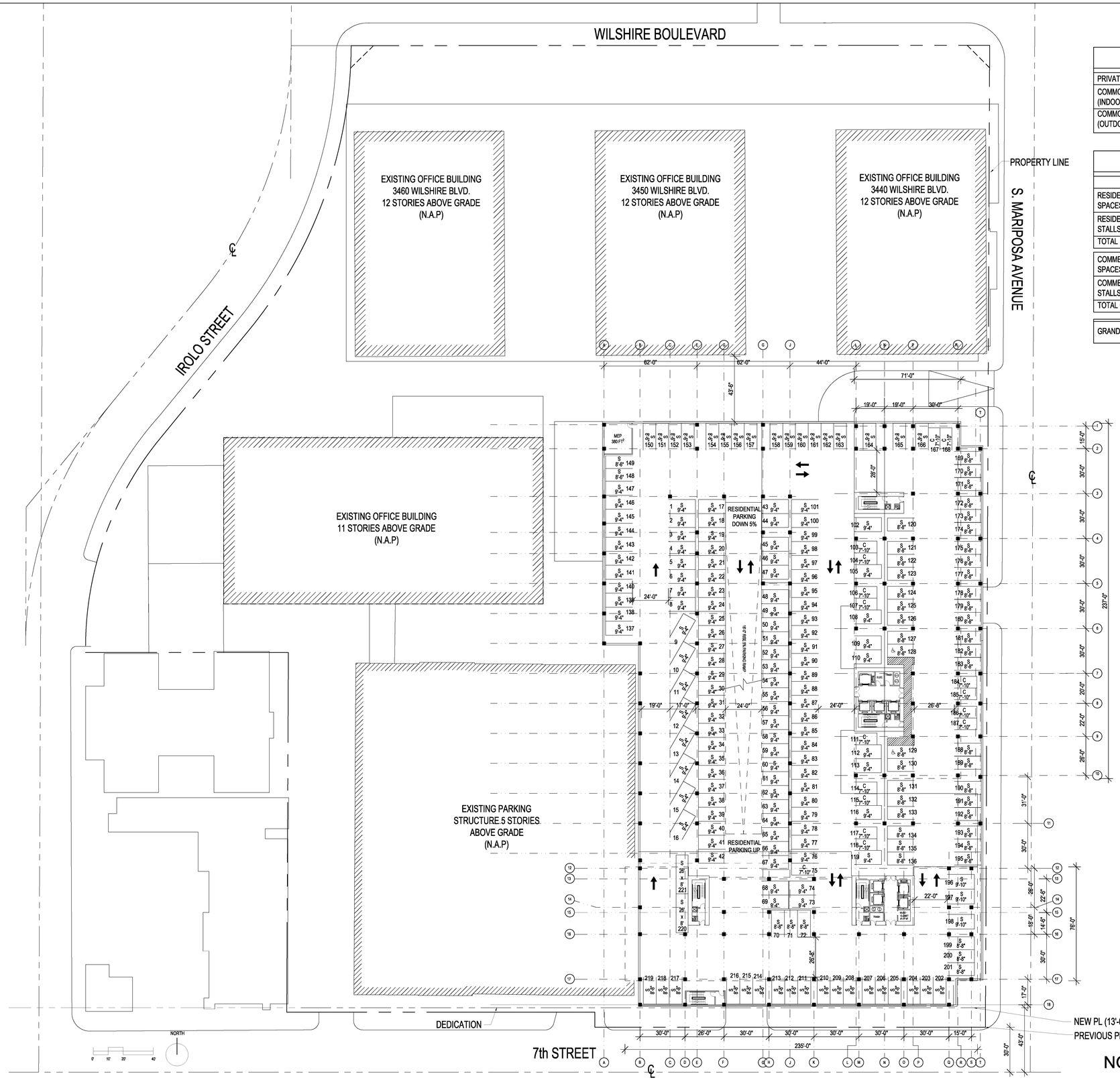
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - LEVEL 1

NUMBER
A1.03

2020 CALLISON RTKL, INC.



OPEN SPACE, LEVEL 2

PRIVATE OPEN SPACE	1 @ 50 SF/EACH	0 SF PER LEVEL
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PARKING MIX, LEVEL 2

	FIRST ACCESS	TANDEM
RESIDENTIAL COMPACT SPACES	16 SPACES	0 SPACES
RESIDENTIAL STANDARD STALLS	205 SPACES	0 SPACES
TOTAL RESIDENTIAL	221 SPACES	0 SPACES
COMMERCIAL COMPACT SPACES	0 SPACES	0 SPACES
COMMERCIAL STANDARD STALLS	0 SPACES	0 SPACES
TOTAL COMMERCIAL	0 SPACES	0 SPACES
GRAND TOTAL	221 SPACES	

1 LEVEL 2
SCALE: 1/32" = 1'-0"

NEW PL (13'-0" DEDICATION)
PREVIOUS PROP. LINE

NOT FOR CONSTRUCTION

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

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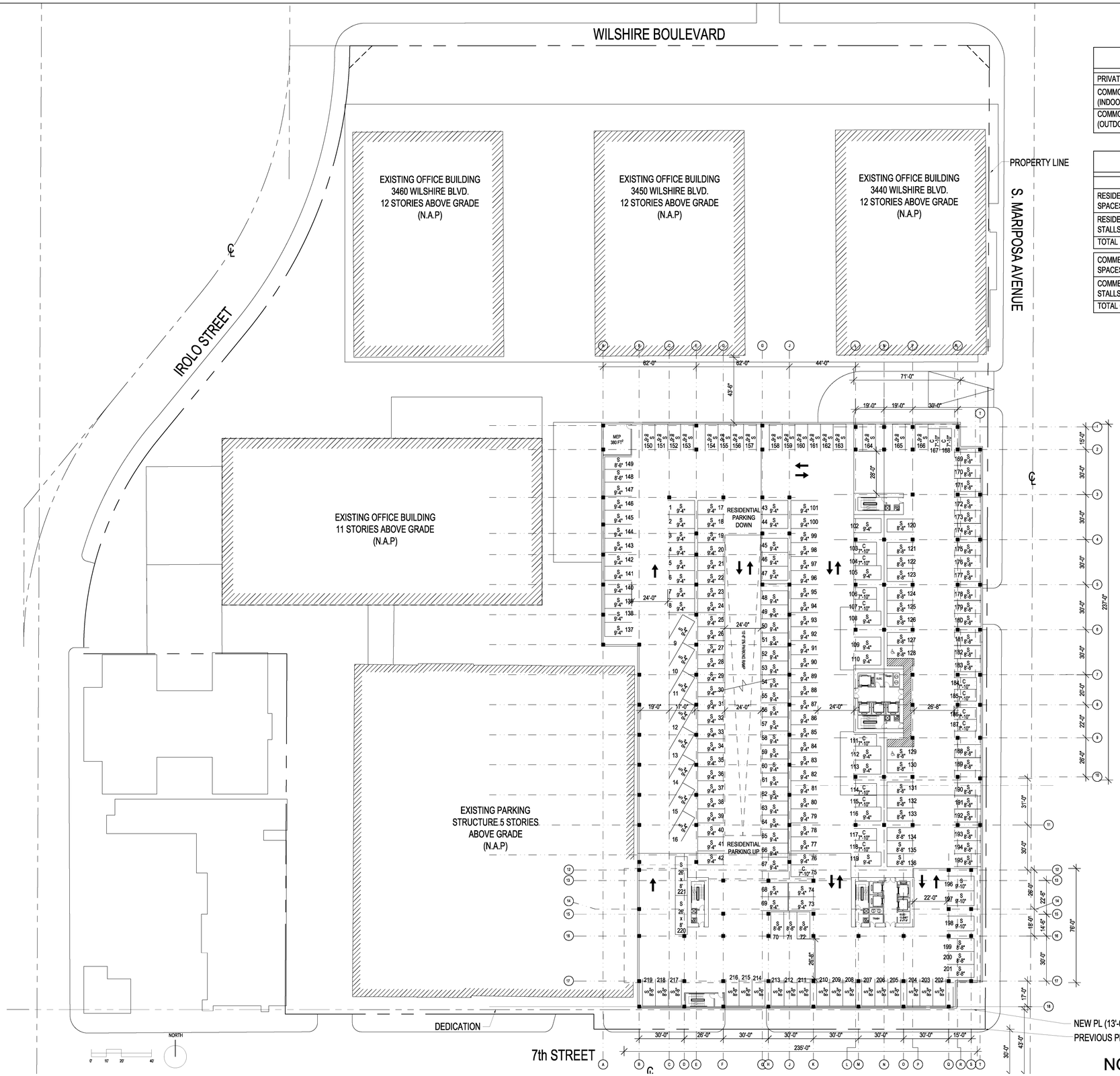
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - LEVEL 2

NUMBER
A1.04

2020 CALLISON RTKL, INC.



1 LEVEL 3

SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

OPEN SPACE, LEVEL 3

PRIVATE OPEN SPACE	1 @ 50 SF/EACH	0 SF PER LEVEL
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PARKING MIX, LEVEL 3

	FIRST ACCESS	TANDEM
RESIDENTIAL COMPACT SPACES	16 SPACES	0 SPACES
RESIDENTIAL STANDARD STALLS	205 SPACES	0 SPACES
TOTAL RESIDENTIAL	221 SPACES	0 SPACES
COMMERCIAL COMPACT SPACES	0 SPACES	0 SPACES
COMMERCIAL STANDARD STALLS	0 SPACES	0 SPACES
TOTAL COMMERCIAL	0 SPACES	0 SPACES

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

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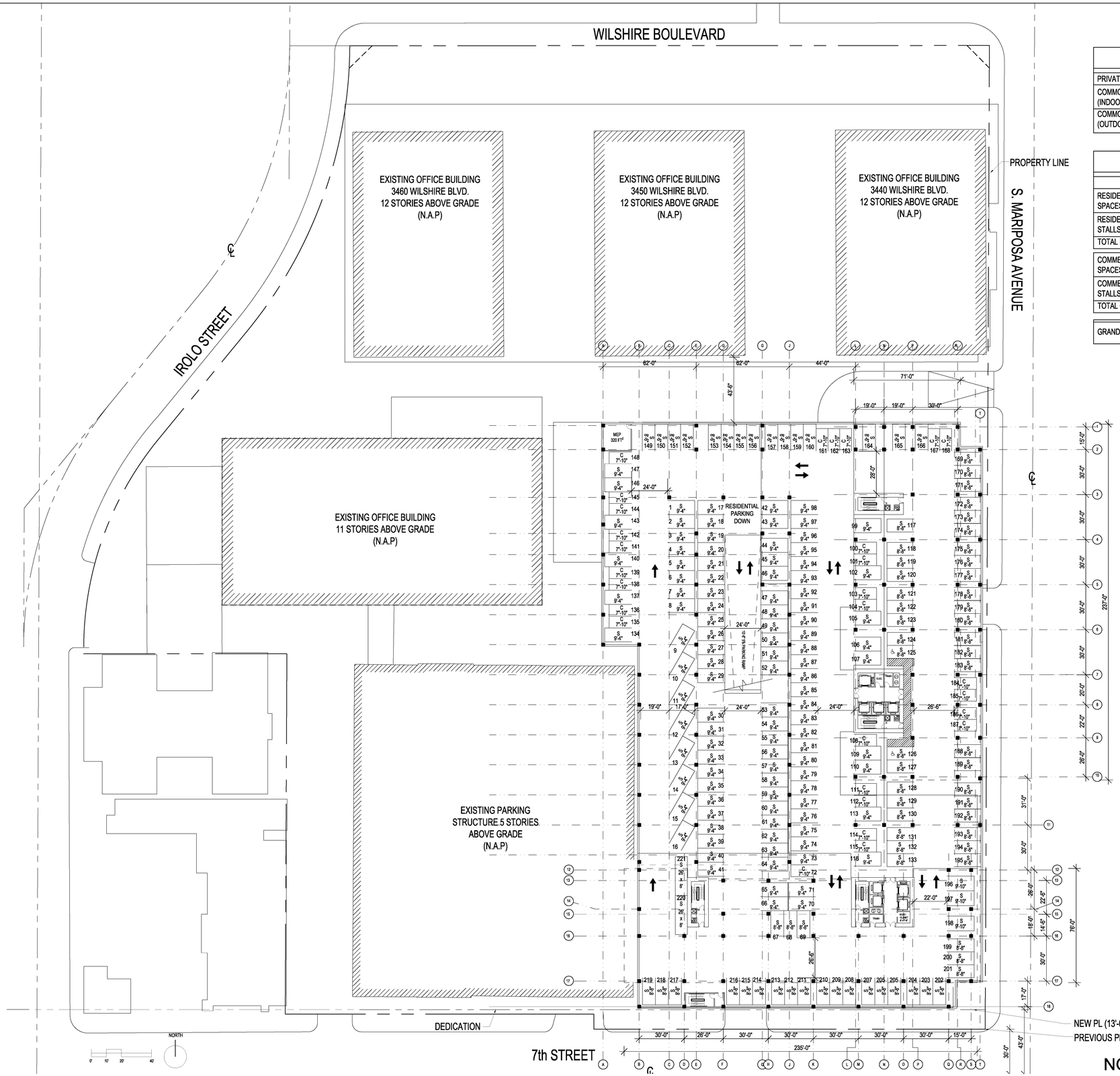
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - LEVEL 3

NUMBER
A1.05

2020 CALLISON RTKL, INC.



1 LEVEL 4

SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

OPEN SPACE, LEVEL 4

PRIVATE OPEN SPACE	1 @ 50 SF/EACH	0 SF PER LEVEL
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PARKING MIX, LEVEL 4

	FIRST ACCESS	TANDEM
RESIDENTIAL COMPACT SPACES	28 SPACES	0 SPACES
RESIDENTIAL STANDARD STALLS	193 SPACES	0 SPACES
TOTAL RESIDENTIAL	221 SPACES	0 SPACES
COMMERCIAL COMPACT SPACES	0 SPACES	0 SPACES
COMMERCIAL STANDARD STALLS	0 SPACES	0 SPACES
TOTAL COMMERCIAL	0 SPACES	0 SPACES
GRAND TOTAL	221 SPACES	

CALLISONRTKL
A DESIGN CONSULTANCY OF ARCADIS

CALLISON RTKL, INC.
333 S. HOPE STREET, C-200
LOS ANGELES, CA 90071
TEL: 213-633-6000
FAX: 213-633-6060
WWW.CALLISONRTKL.COM
PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

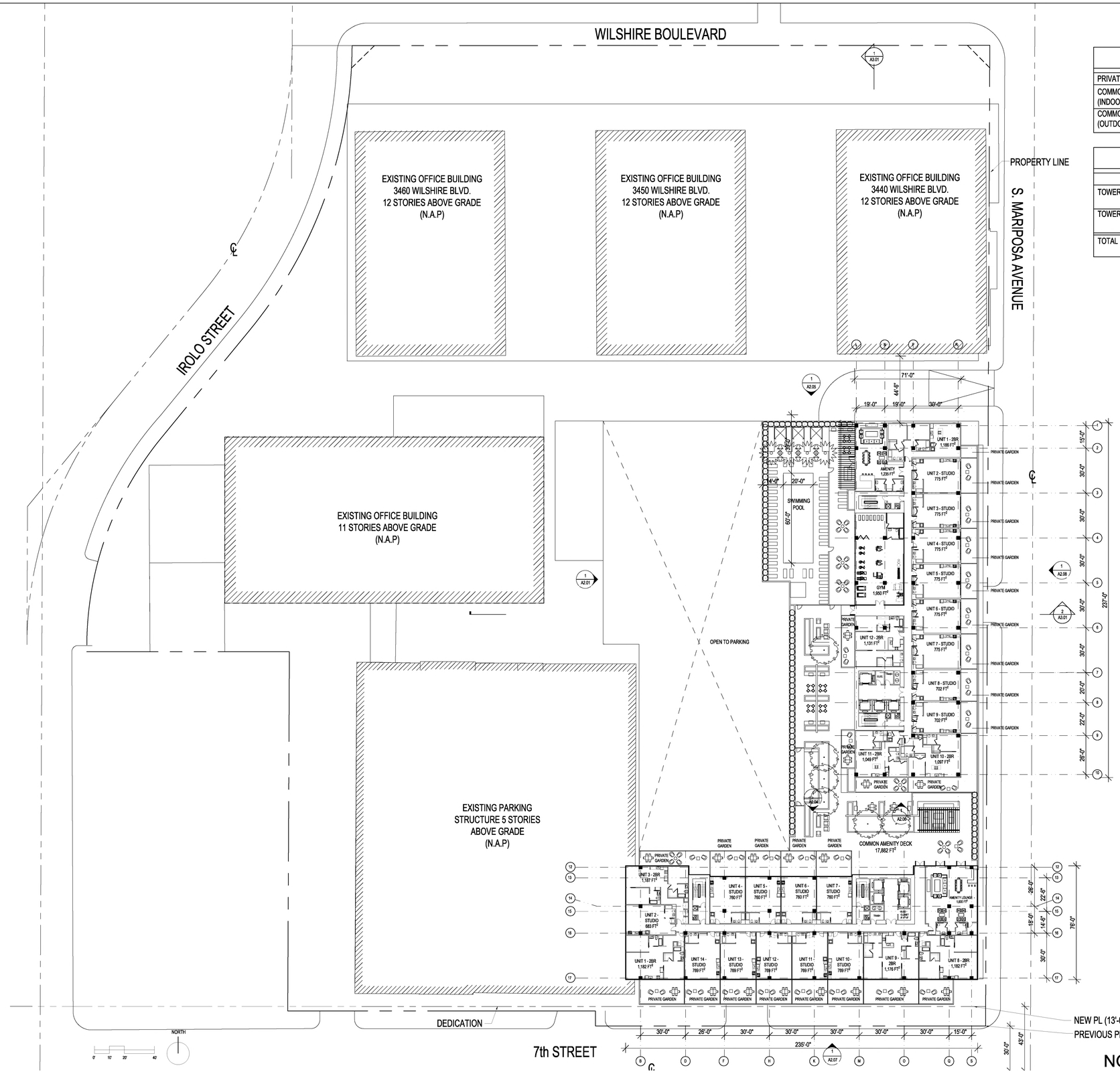
1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - LEVEL 4

NUMBER
A1.06

2020 CALLISON RTKL, INC.



OPEN SPACE, LEVEL 5

PRIVATE OPEN SPACE	25 @ 50 SF/EACH	1,250 SF PER LEVEL
COMMON OPEN SPACE (INDOOR)		4,785 SF
COMMON OPEN SPACE (OUTDOOR)		17,882 SF

UNIT MIX, LEVEL 5

	STUDIO UNITS	2BR UNITS
TOWER 1	8 (67%)	4 (33%)
TOWER 2	10 (71%)	4 (29%)
TOTAL	18 (70%)	8 (30%)

1 LEVEL 5 - AMENITY DECK
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - LEVEL 5

NUMBER
A1.07

2020 CALLISON RTKL, INC.

OPEN SPACE, LEVEL 6-16

PRIVATE OPEN SPACE	22 @ 50 SF/EACH	1,100 SF PER LEVEL
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

UNIT MIX, LEVEL 6-16

	STUDIO UNITS	2BR UNITS
TOWER 1	12 (75%)	4 (25%)
TOWER 2	11 (69%)	5 (31%)
TOTAL	23 (72%)	9 (28%)

1 TYP. LEVEL - LOWER FLRS
SCALE: 1/32" = 1'-0"

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

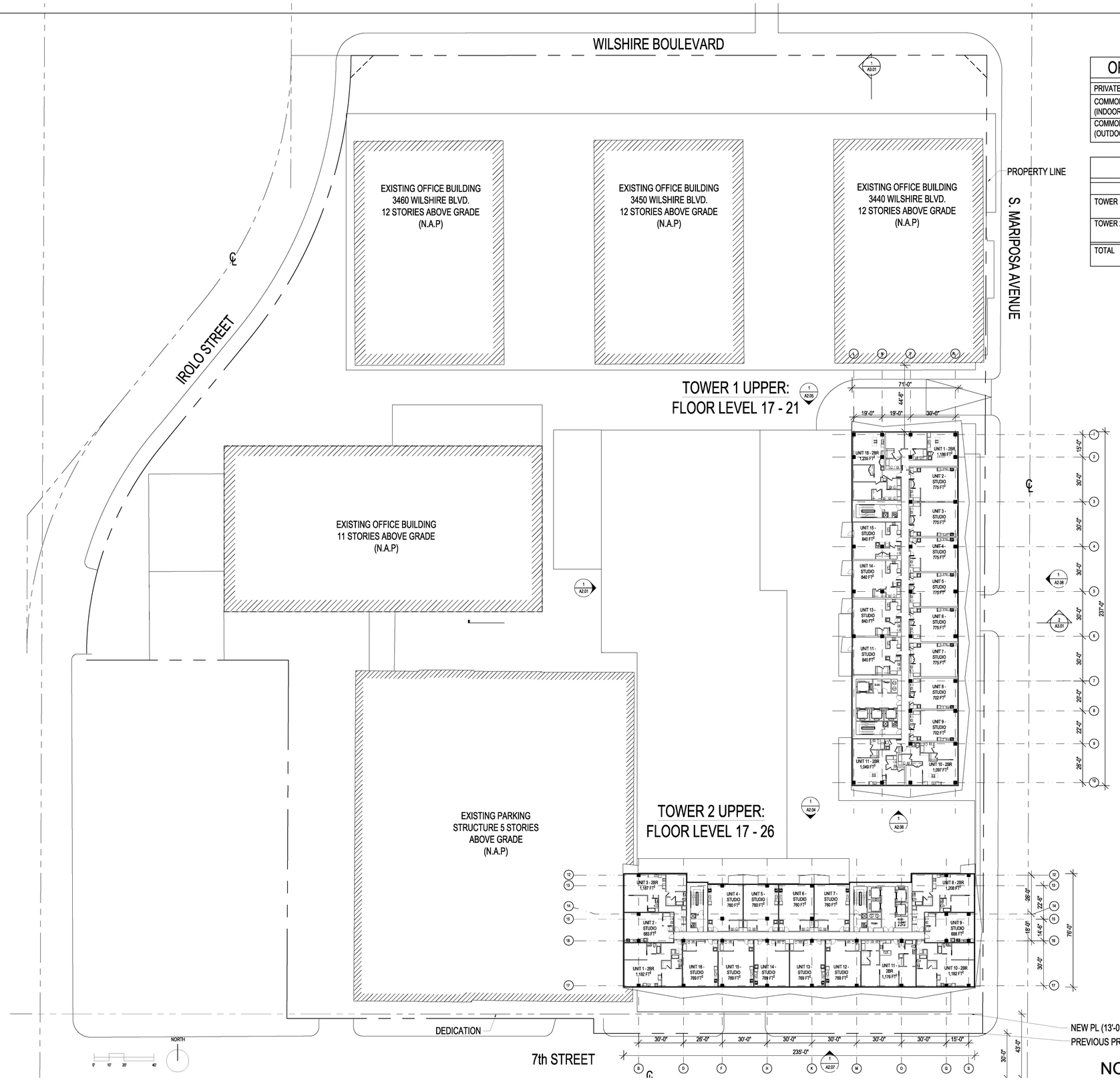
1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/08/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - LOWER LEVELS

NUMBER
A1.08

2020 CALLISON RTKL, INC.



1 TYP. LEVEL - UPPER FLRS
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

OPEN SPACE, LEVEL 17-21/26

PRIVATE OPEN SPACE	30 @ 50 SF/EACH	1,500 SF PER LEVEL
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

UNIT MIX, LEVEL 17-21/26

	STUDIO UNITS	2BR UNITS
TOWER 1	12 (75%)	4 (25%)
TOWER 2	11 (69%)	5 (31%)
TOTAL	23 (72%)	9 (28%)

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

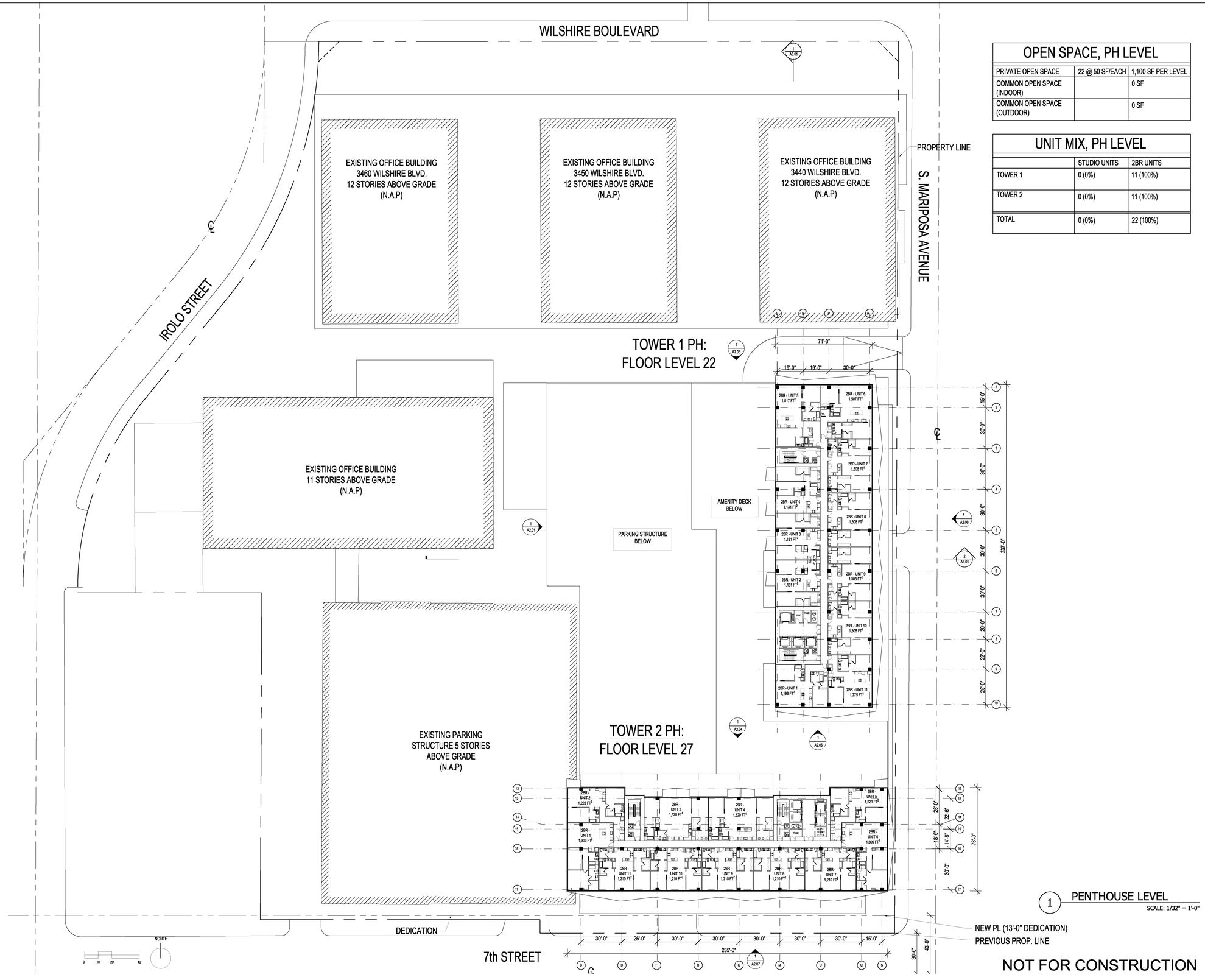
1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - UPPER LEVELS

NUMBER
A1.09

2020 CALLISON RTKL, INC.



1 PENTHOUSE LEVEL
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

OPEN SPACE, PH LEVEL

PRIVATE OPEN SPACE	22 @ 50 SF/EACH	1,100 SF PER LEVEL
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

UNIT MIX, PH LEVEL

	STUDIO UNITS	2BR UNITS
TOWER 1	0 (0%)	11 (100%)
TOWER 2	0 (0%)	11 (100%)
TOTAL	0 (0%)	22 (100%)

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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

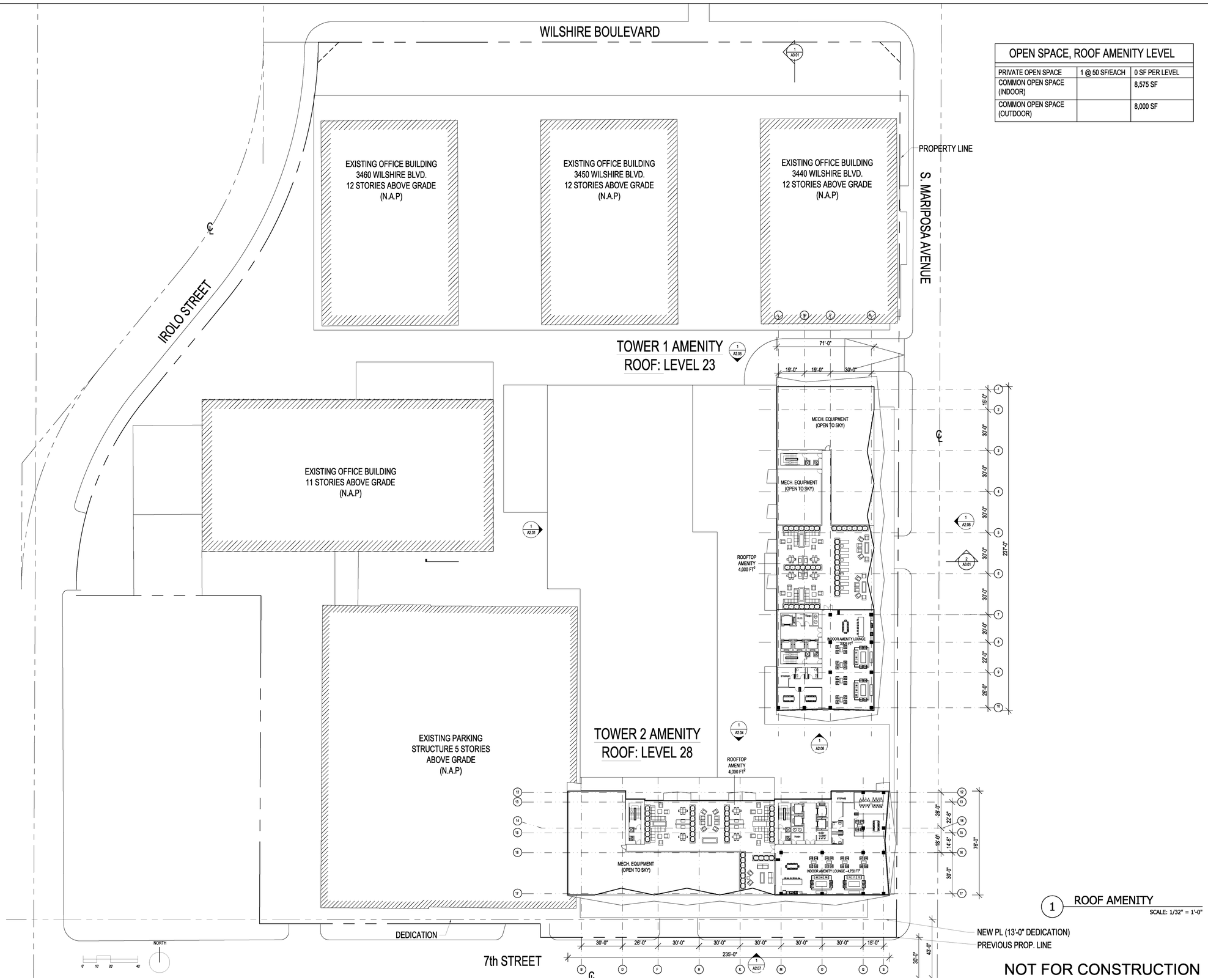
ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - PENTHOUSE LEVEL
NUMBER
A1.10

2020 CALLISON RTKL, INC.



OPEN SPACE, ROOF AMENITY LEVEL		
PRIVATE OPEN SPACE	1 @ 50 SF/EACH	0 SF PER LEVEL
COMMON OPEN SPACE (INDOOR)		8,575 SF
COMMON OPEN SPACE (OUTDOOR)		8,000 SF

1 ROOF AMENITY
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - ROOF LEVEL AMENITY
NUMBER
A1.11

2020 CALLISON RTKL, INC.

1 ROOF LEVEL
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

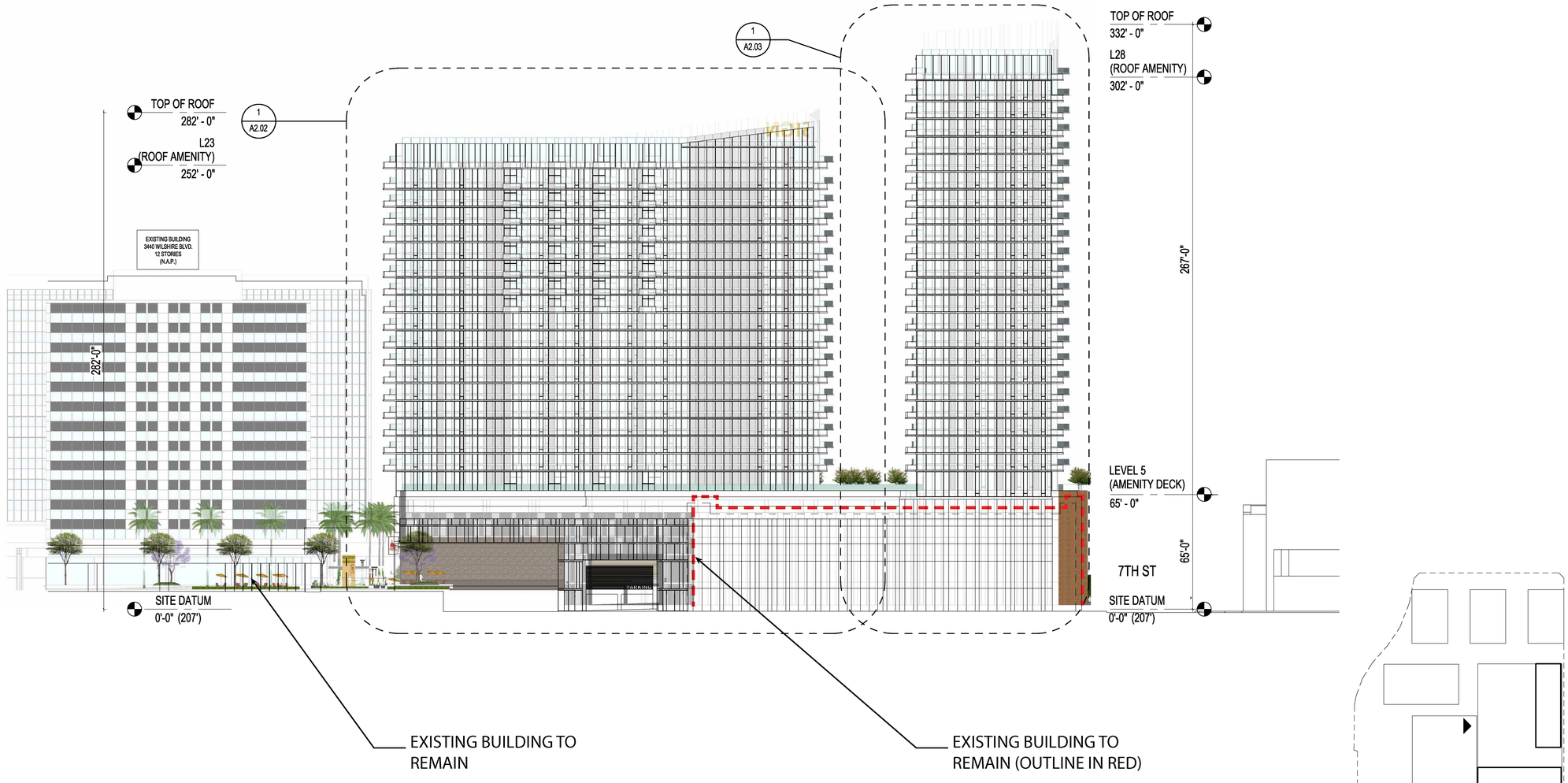
1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
FLOOR PLAN - ROOF LEVEL

NUMBER
A1.12

2020 CALLISON RTKL, INC.



1 WEST ELEVATION - SITE
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

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4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

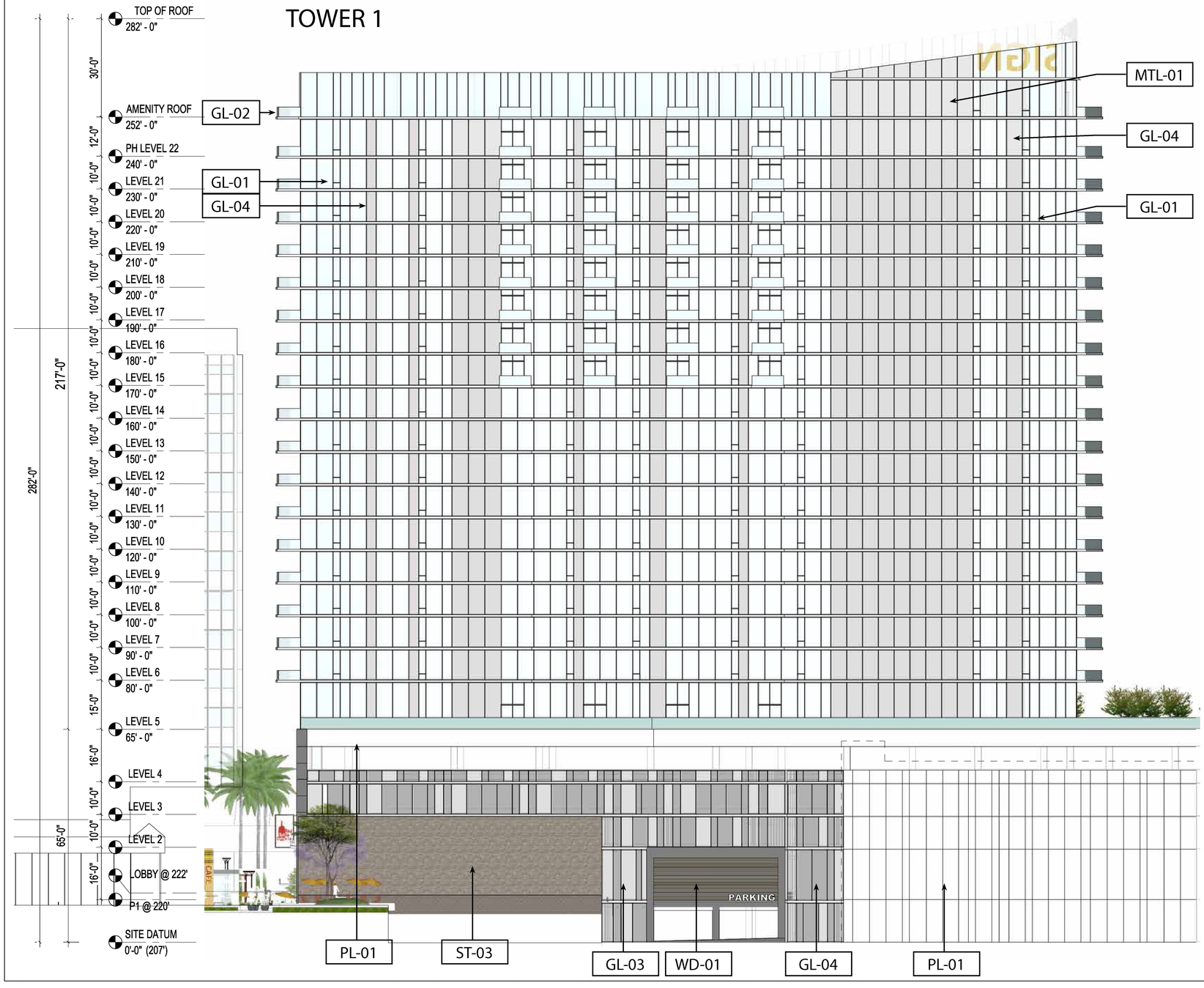
SEAL

SHEET IDENTIFICATION
TITLE
WEST ELEVATION - SITE
NUMBER
A2.01

2020 CALLISON RTKL, INC.

1 2 3 4 5 6 7 8 9 10 11

TOWER 1



MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND

MTL-01

MTL-02

ST-01

ST-02

ST-03

GL-01

GL-02

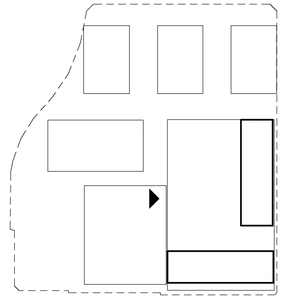
GL-03

GL-04

WD-01

LT-01

PL-01



1 WEST ELEVATION
SCALE: 1/16" = 1'-0"

NOT FOR CONSTRUCTION

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333 S. HOPE STREET, C-200
LOS ANGELES, CA 90071
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PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
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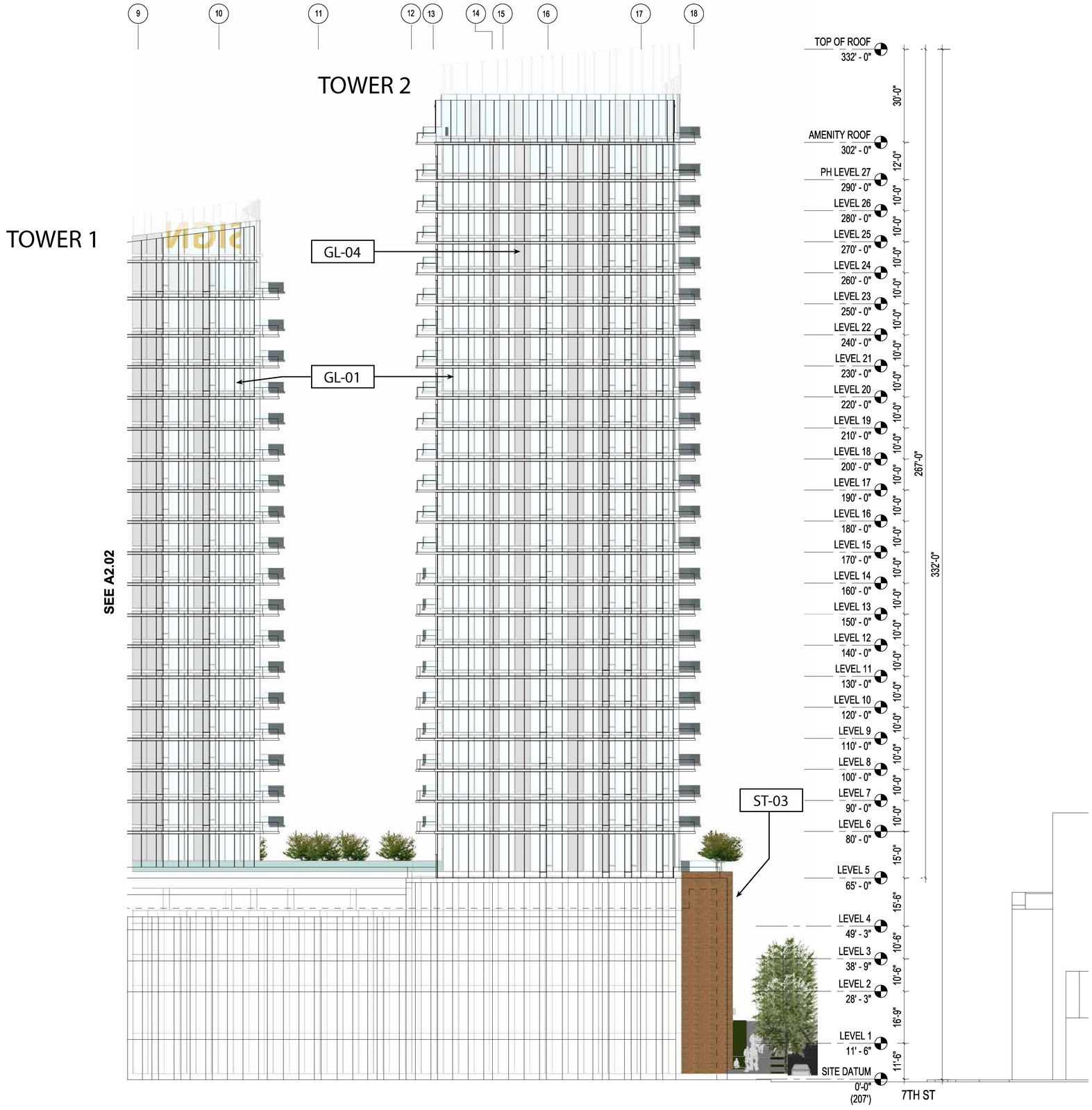
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
WEST ELEVATION

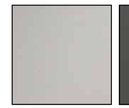
NUMBER
A2.02

2020 CALLISON RTKL, INC.

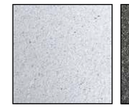


MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND


MTL-01

MTL-02


ST-01

ST-02

ST-03

GL-01

GL-02

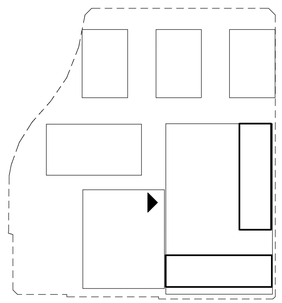
GL-03

GL-04

WD-01

LT-01

PL-01



1 WEST ELEVATION
SCALE: 1/16" = 1'-0"

NOT FOR CONSTRUCTION

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

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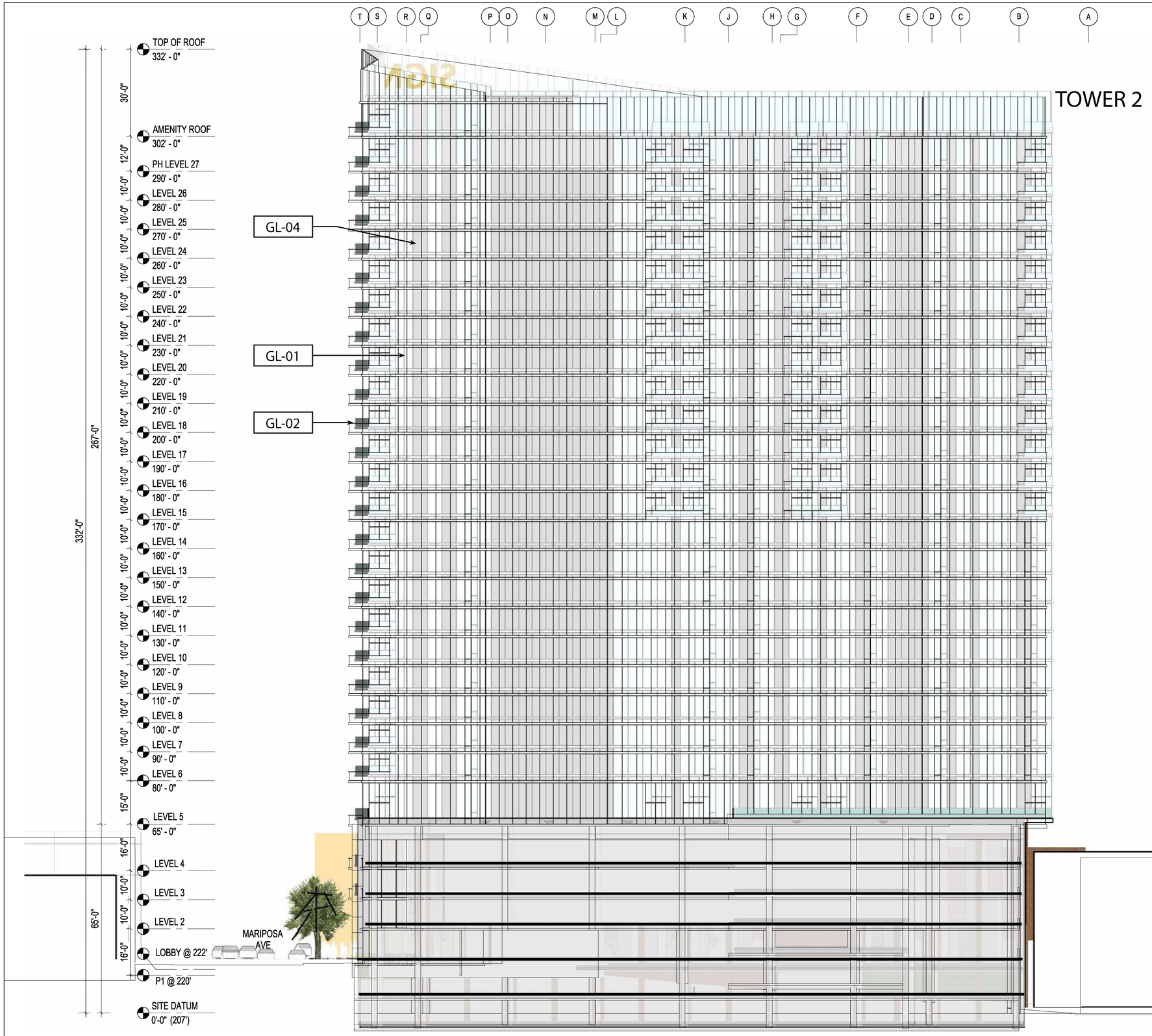
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
WEST ELEVATION

NUMBER
A2.03

2020 CALLISON RTKL, INC.



MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND

MTL-01

MTL-02

ST-01

ST-02

ST-03

GL-01

GL-02

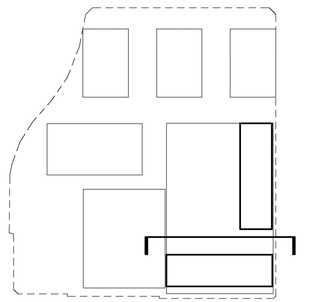
GL-03

GL-04

WD-01

LT-01

PL-01



1 NORTH ELEVATION 1
SCALE: 1/16" = 1'-0"

NOT FOR CONSTRUCTION

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

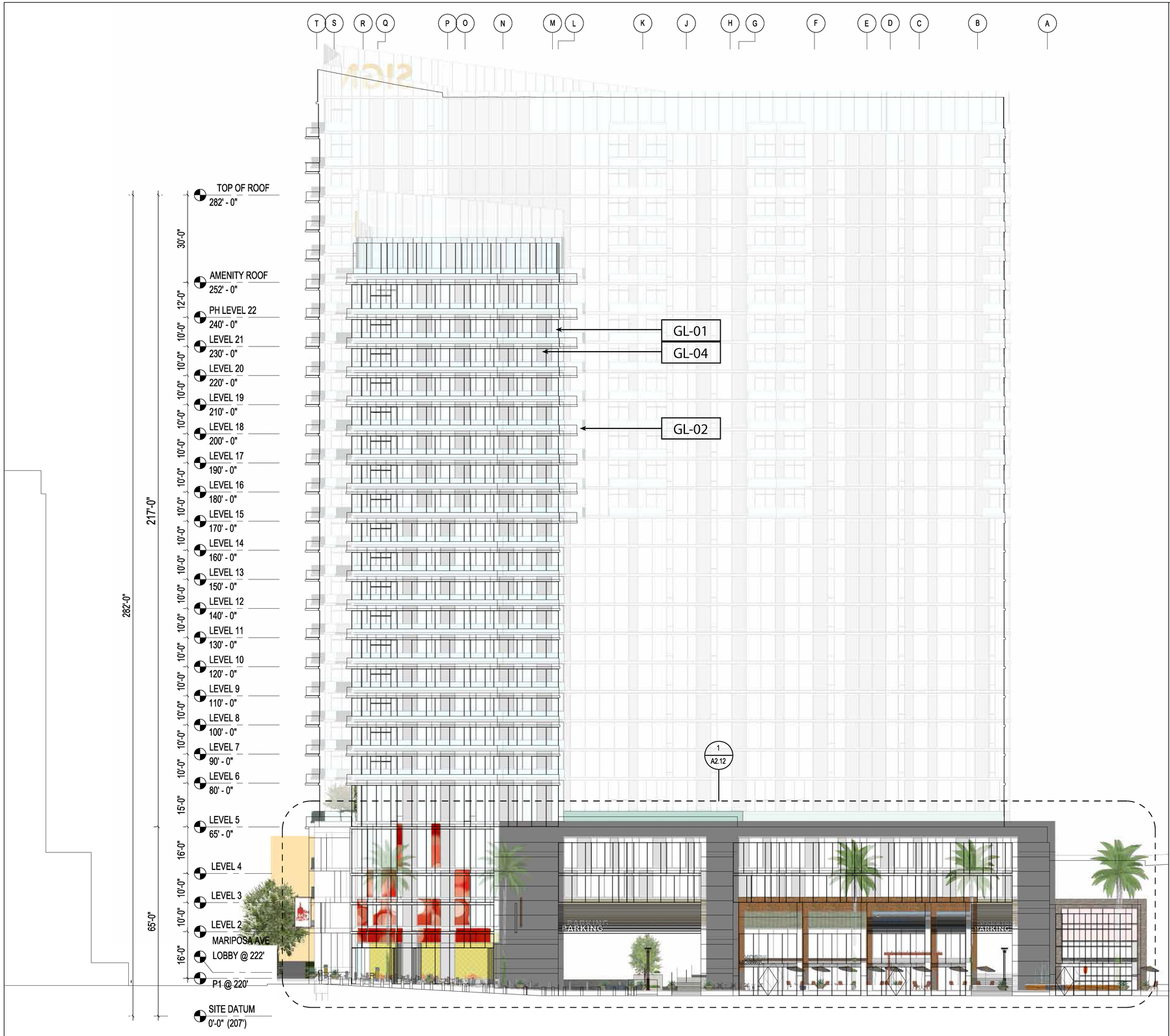
ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
CROSS SECTION / TOWER 2 NORTH ELEVATION
NUMBER
A2.04

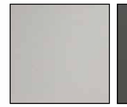
2020 CALLISON RTKL, INC.



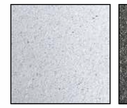
1 NORTH ELEVATION 2
SCALE: 1/16" = 1'-0"

MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND


MTL-01

MTL-02


ST-01

ST-02

ST-03

GL-01

GL-02

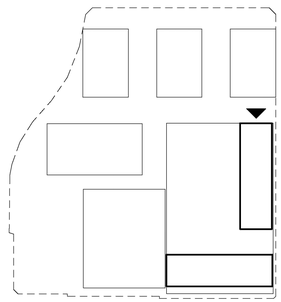
GL-03

GL-04

WD-01

LT-01

PL-01



NOT FOR CONSTRUCTION

CALLISONRTKL
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333 S. HOPE STREET, C-200
LOS ANGELES, CA 90071
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WWW.CALLISONRTKL.COM
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PROJECT ADDRESS:
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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

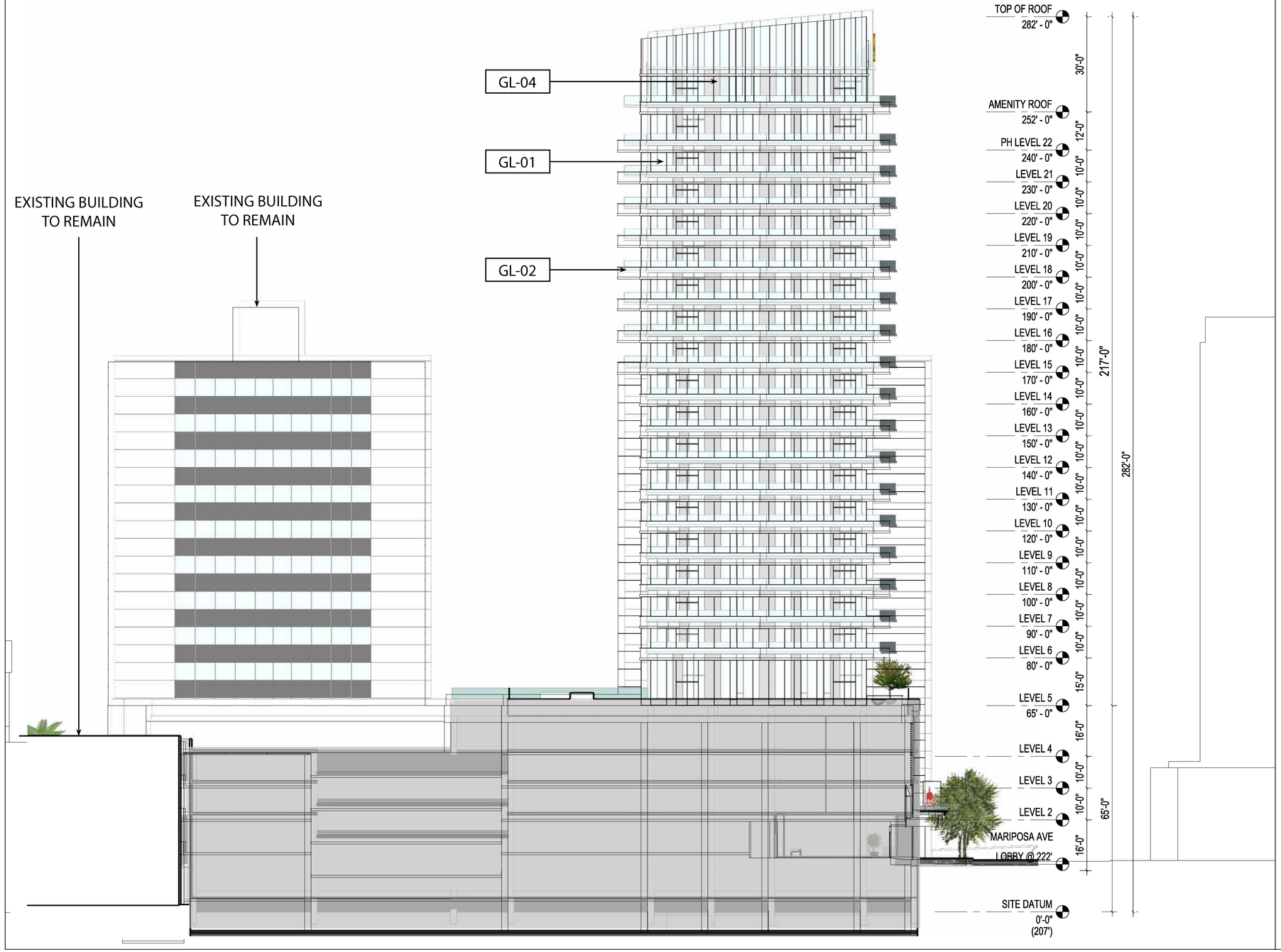
SHEET IDENTIFICATION
TITLE
NORTH ELEVATION 2

NUMBER
A2.05

2020 CALLISON RTKL, INC.

A B C D E F G H J K L M N O P Q R S T

TOWER 1



MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND

MTL-01

MTL-02

ST-01

ST-02

ST-03

GL-01

GL-02

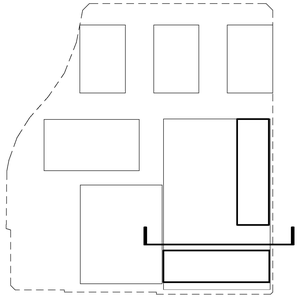
GL-03

GL-04

WD-01

LT-01

PL-01



1 SOUTH ELEVATION 1
SCALE: 1/16" = 1'-0"

NOT FOR CONSTRUCTION

CALLISONRTKL
A DESIGN CONSULTANCY OF ARCADIS

CALLISON RTKL, INC.
333 S. HOPE STREET, C-200
LOS ANGELES, CA 90071
TEL: 213-633-6000
FAX: 213-633-6060
WWW.CALLISONRTKL.COM

PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

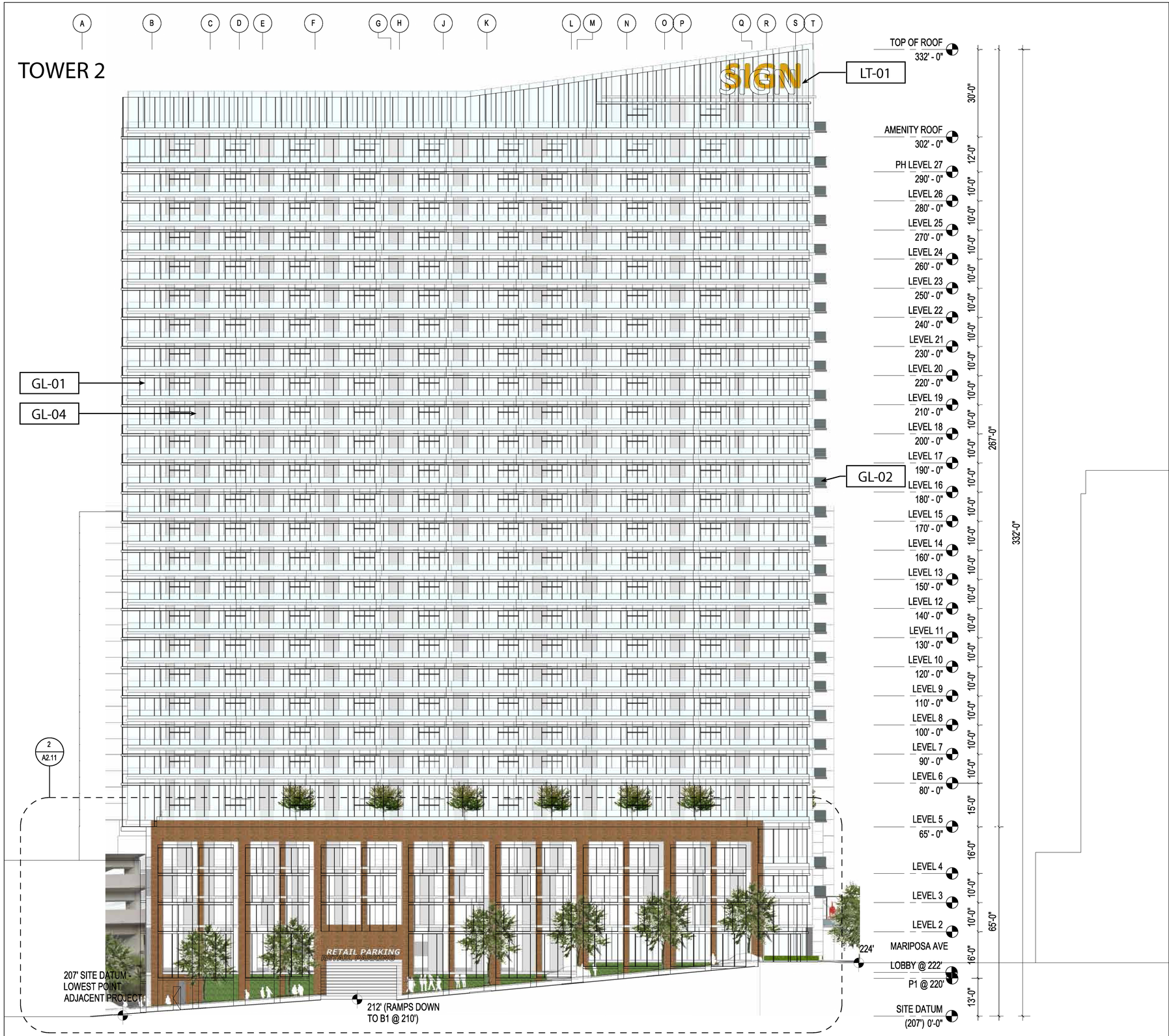
ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

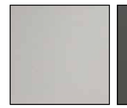
SHEET IDENTIFICATION
TITLE
CROSS SECTION / TOWER 1 SOUTH ELEVATION
NUMBER
A2.06

2020 CALLISON RTKL, INC.

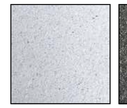


MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND


MTL-01

MTL-02


ST-01

ST-02

ST-03

GL-01

GL-02

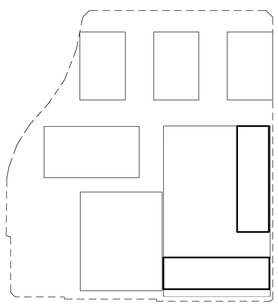
GL-03

GL-04

WD-01

LT-01

PL-01



1 SOUTH ELEVATION 2
SCALE: 1/16" = 1'-0"

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

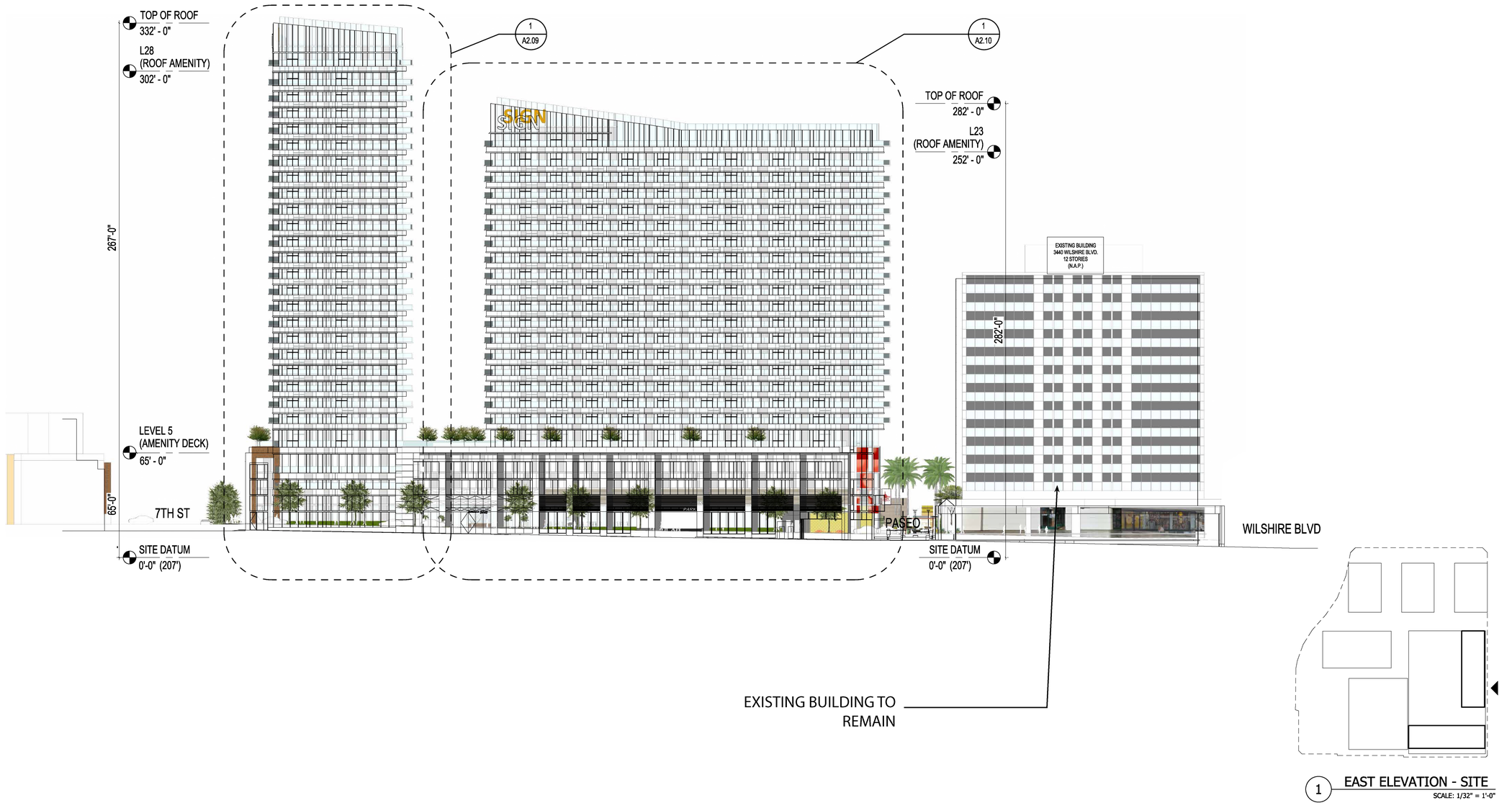
1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
SOUTH ELEVATION 2

NUMBER
A2.07

2020 CALLISON RTKL, INC.



1 EAST ELEVATION - SITE
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

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333 S. HOPE STREET, C-200
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PROJECT ADDRESS:
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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

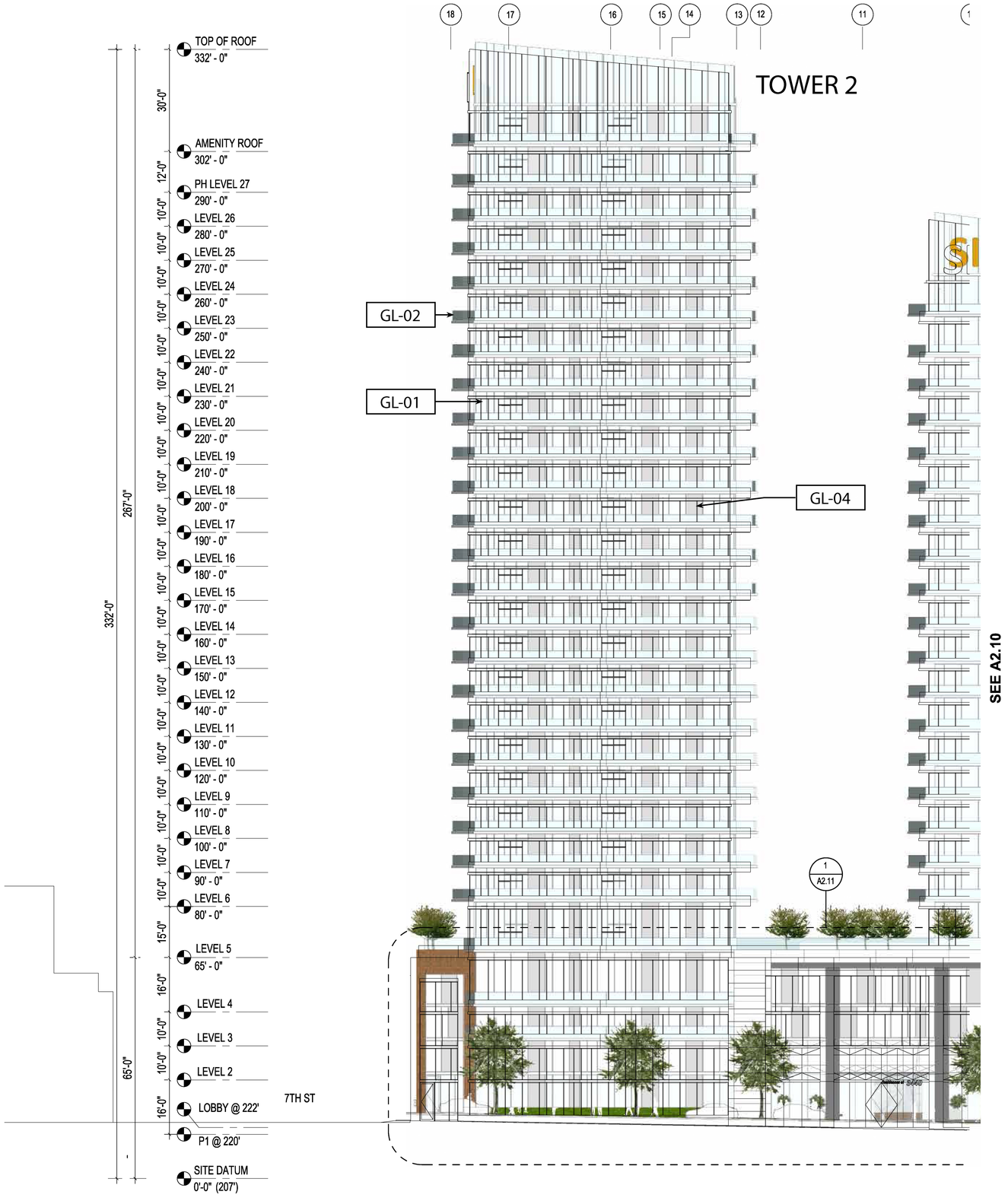
1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
EAST ELEVATION - SITE

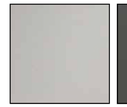
NUMBER
A2.08

2020 CALLISON RTKL, INC.

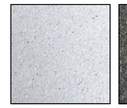


MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND


MTL-01

MTL-02


ST-01

ST-02

ST-03

GL-01

GL-02

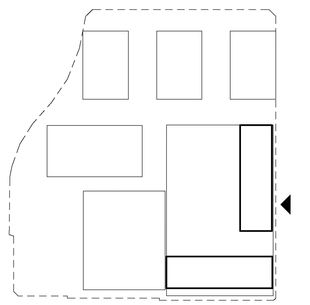
GL-03

GL-04

WD-01

LT-01

PL-01



1 EAST ELEVATION
SCALE: 1/16" = 1'-0"

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

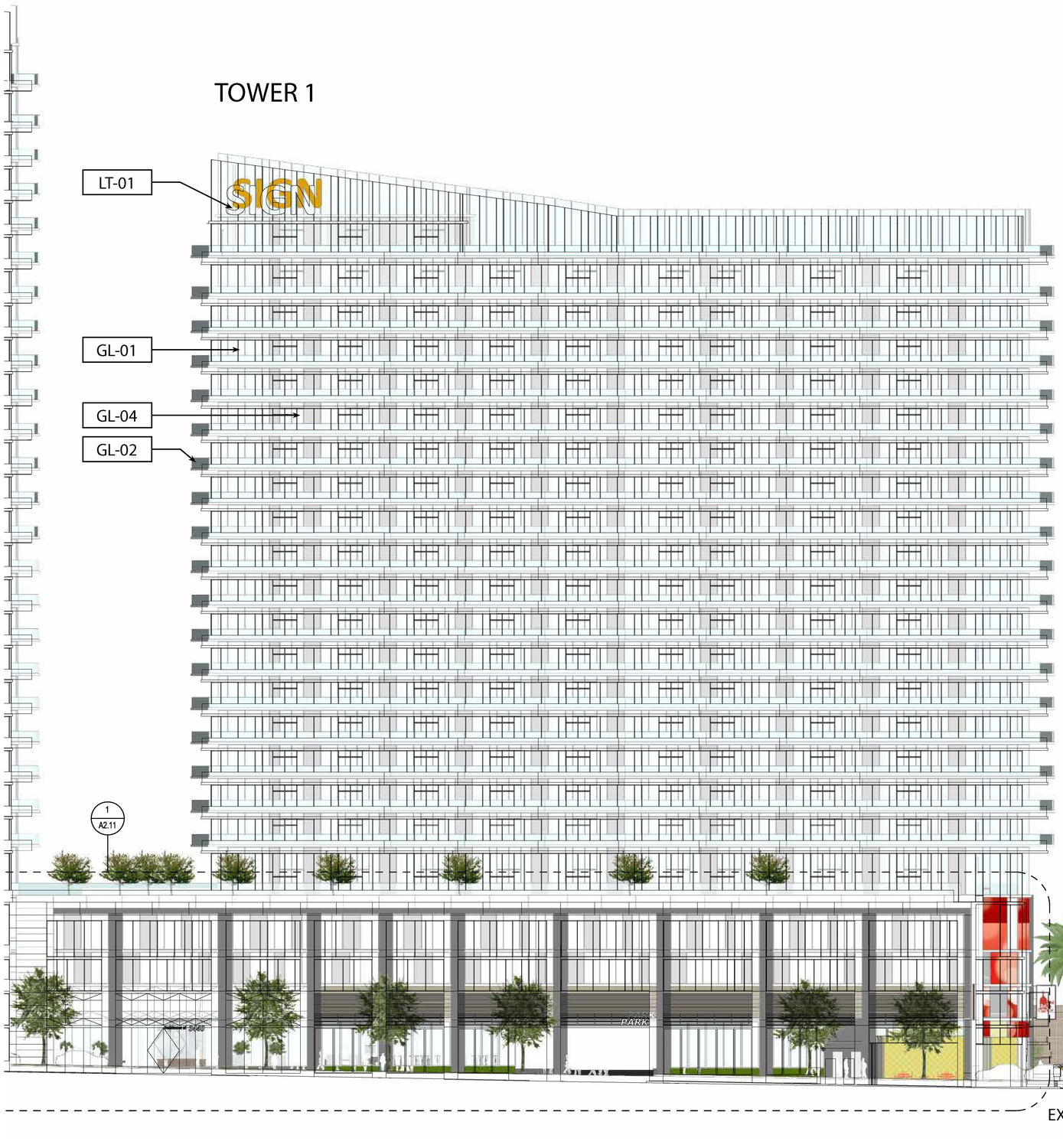
SHEET IDENTIFICATION
TITLE
EAST ELEVATION

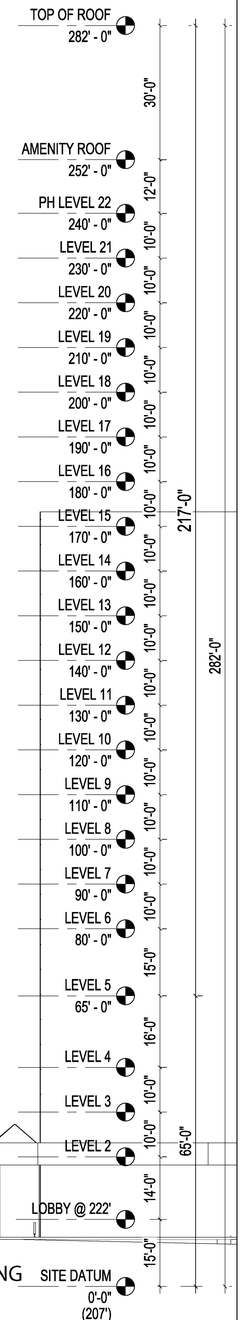
NUMBER
A2.09

2020 CALLISON RTKL, INC.

13 12 11 10 9 8 7 6 5 4 3 2 1

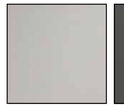
TOWER 1



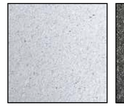


MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND


MTL-01

MTL-02


ST-01

ST-02

ST-03

GL-01

GL-02

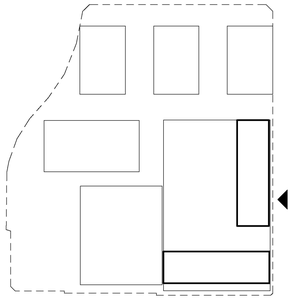
GL-03

GL-04

WD-01

LT-01

PL-01



1 EAST ELEVATION
SCALE: 1/16" = 1'-0"

NOT FOR CONSTRUCTION

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3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
EAST ELEVATION

NUMBER
A2.10

2020 CALLISON RTKL, INC.

1 EAST ELEVATION

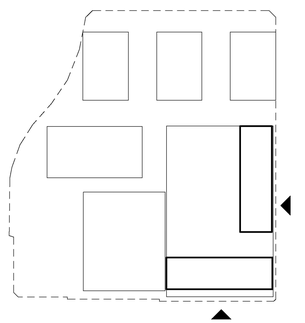
SCALE: 1/16" = 1'-0"

2 NORTH ELEVATION

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

MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND



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PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

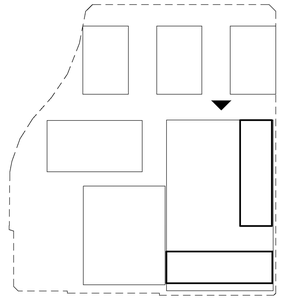
SHEET IDENTIFICATION
TITLE
LEVEL 1 ENLARGED ELEVATIONS
NUMBER
A2.11

2020 CALLISON RTKL, INC.

1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND



NOT FOR CONSTRUCTION

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LOS ANGELES, CA 90071
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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

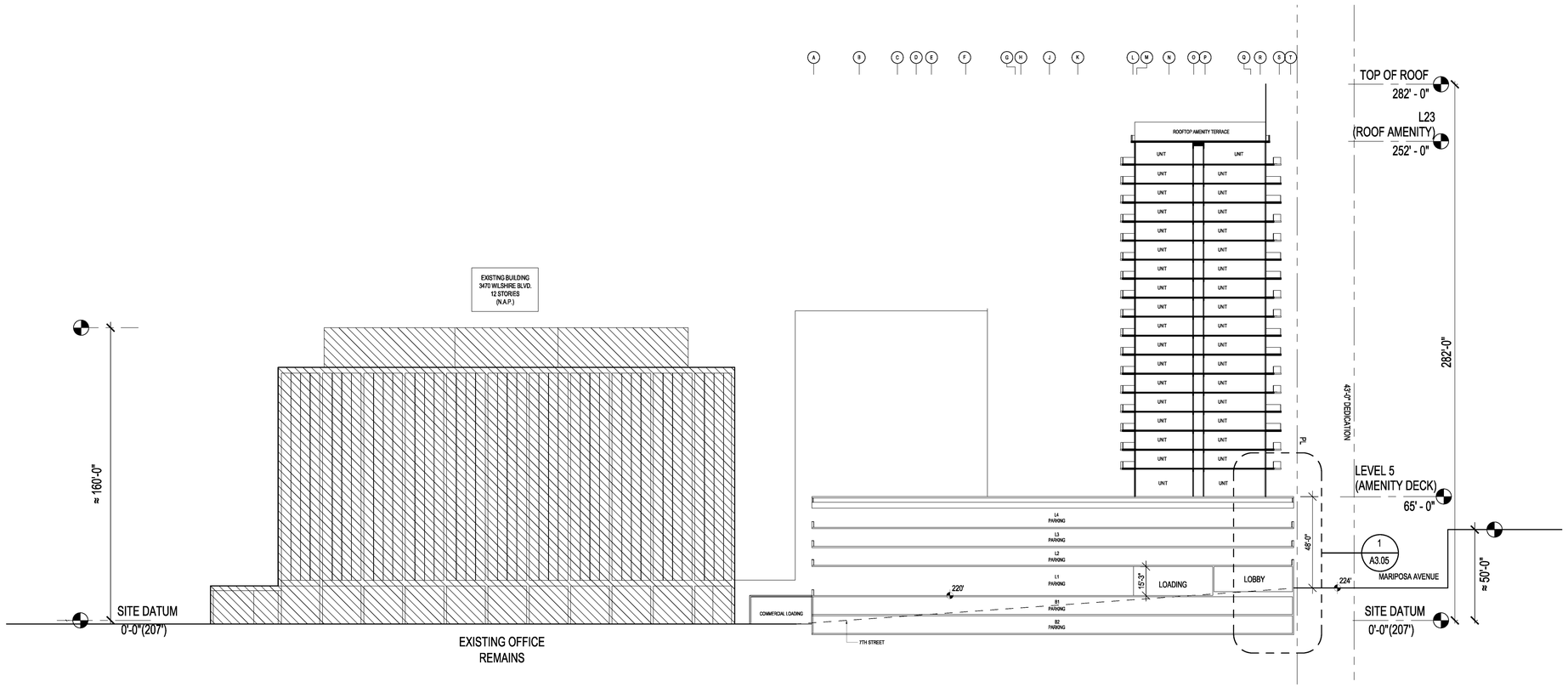
SHEET IDENTIFICATION
TITLE

LEVEL 1 ENLARGED ELEVATIONS

NUMBER

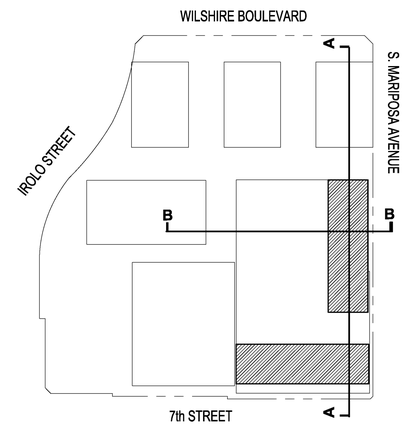
A2.12

2020 CALLISON RTKL, INC.



1 SECTION B-B

SCALE: 1/32" = 1'-0"



NOT FOR CONSTRUCTION

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LOS ANGELES, CA 90071
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PROJECT NUMBER: 040-170110.00

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3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION

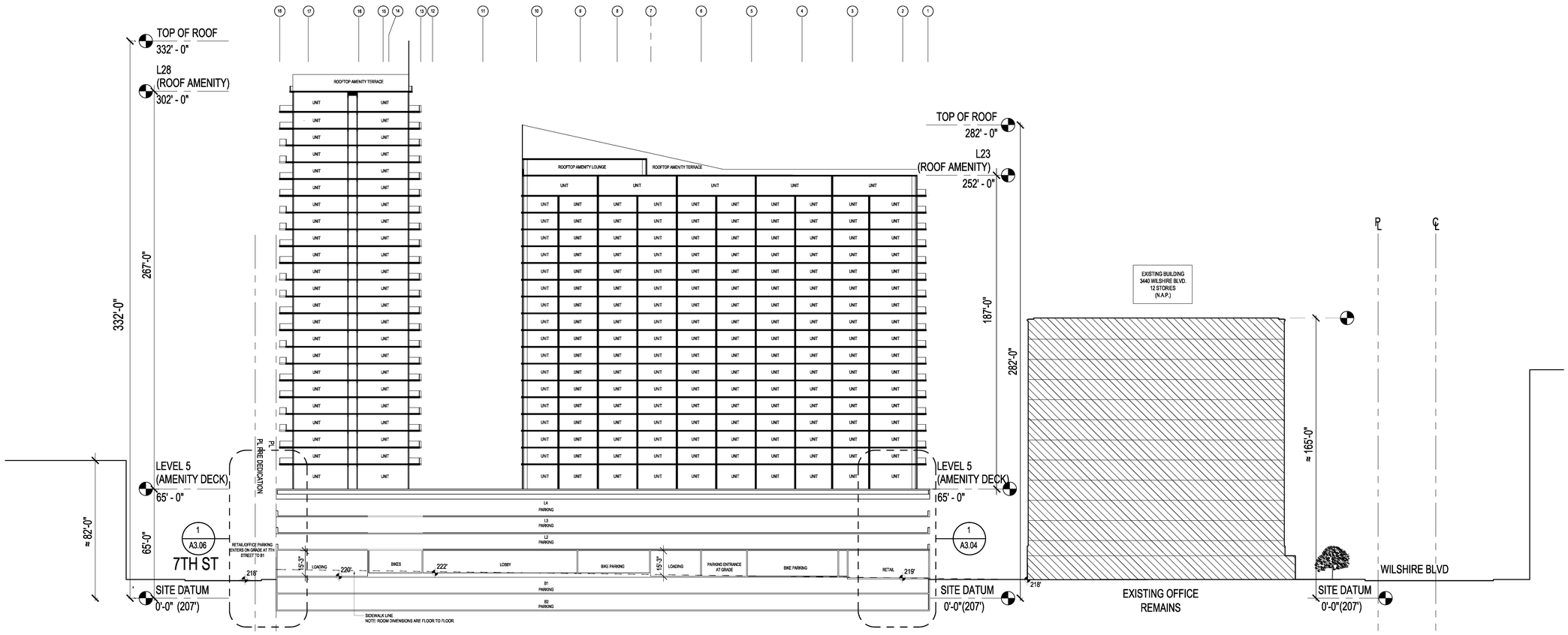
TITLE

SECTIONS

NUMBER

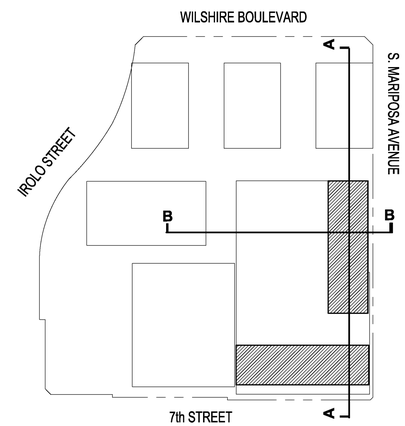
A3.01

2020 CALLISON RTKL, INC.



1 SECTION A-A

SCALE: 1/32" = 1'-0"



NOT FOR CONSTRUCTION

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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION

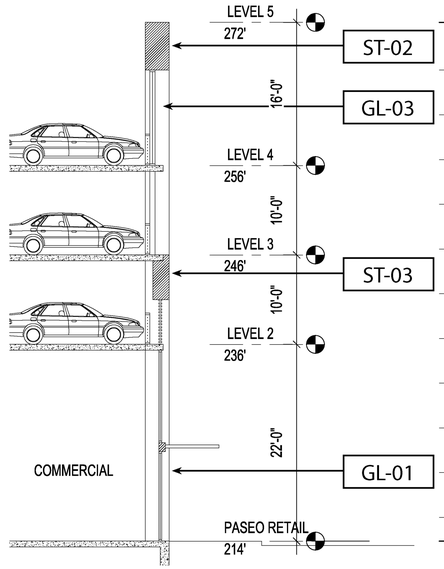
TITLE

SECTIONS

NUMBER

A3.02

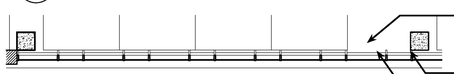
2020 CALLISON RTKL, INC.



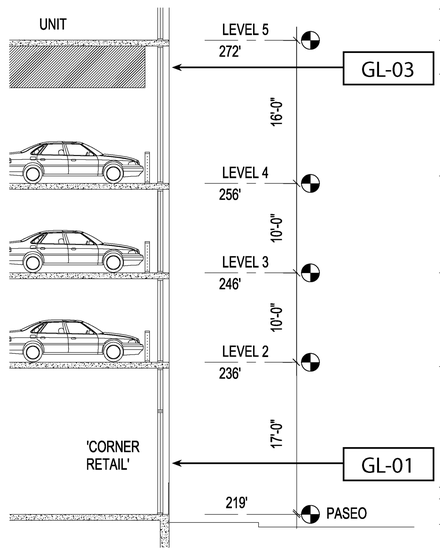
1 DETAIL SECTION 1
SCALE: 1/8" = 1'-0"

2 DETAIL ELEVATION 1
SCALE: 1/8" = 1'-0"

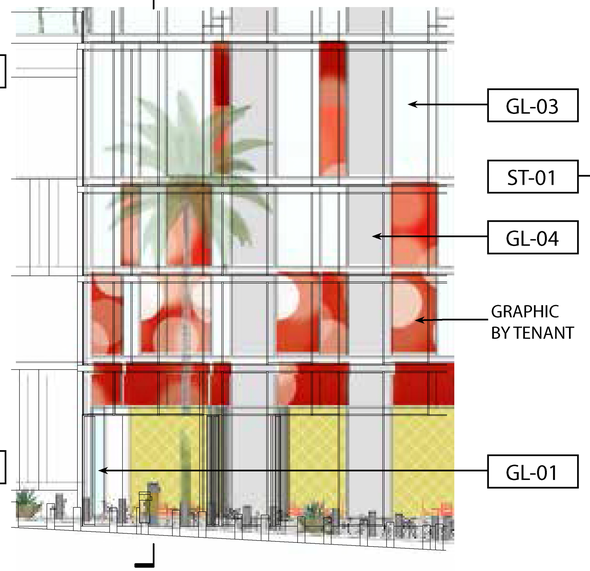
3 DETAIL AXON 1
N.T.S



4 DETAIL PLAN 1
SCALE: 1/8" = 1'-0"

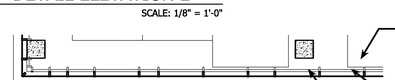


5 DETAIL SECTION 2
SCALE: 1/8" = 1'-0"



6 DETAIL ELEVATION 2
SCALE: 1/8" = 1'-0"

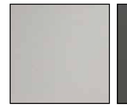
7 DETAIL AXON 2
N.T.S



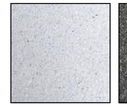
8 DETAIL PLAN 2
SCALE: 1/8" = 1'-0"

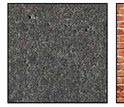
MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND


MTL-01

MTL-02


ST-01


ST-02

ST-03

GL-01

GL-02

GL-03

GL-04

WD-01

LT-01

PL-01

CALLISONRTKL
A DESIGN CONSULTANCY OF ARCADIS

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333 S. HOPE STREET, C-200
LOS ANGELES, CA 90071
TEL: 213-633-6000
FAX: 213-633-6060

WWW.CALLISONRTKL.COM
PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

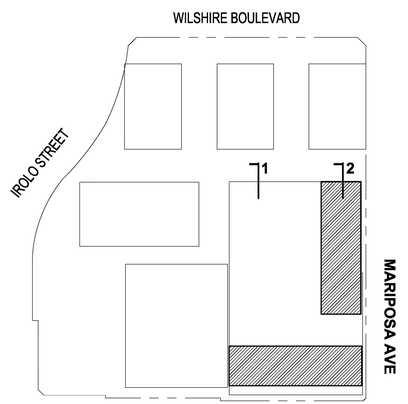
PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

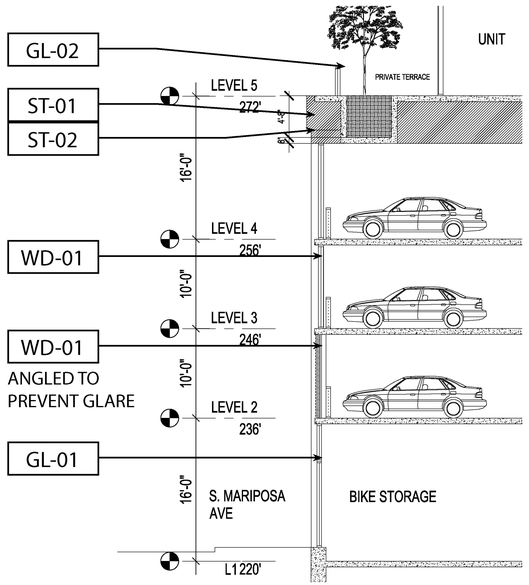


NOT FOR CONSTRUCTION

SHEET IDENTIFICATION
TITLE
TYPICAL PARKING FACADE SECTIONS

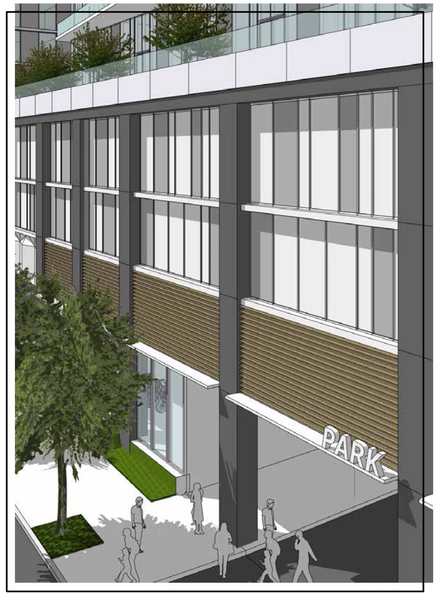
NUMBER
A3.03

2020 CALLISON RTKL, INC.

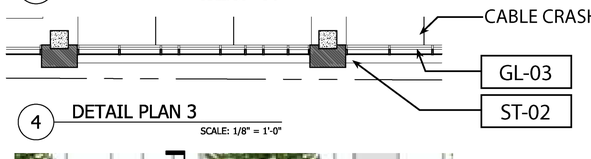


1 DETAIL SECTION 3
SCALE: 1/8" = 1'-0"

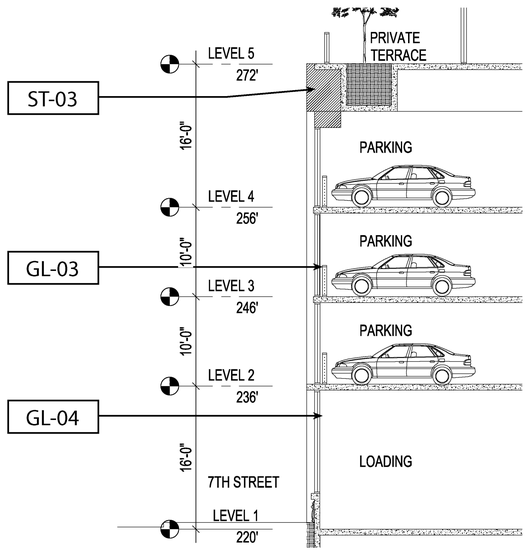
2 DETAIL ELEVATION 3
SCALE: 1/8" = 1'-0"



3 DETAIL AXON 3
N.T.S



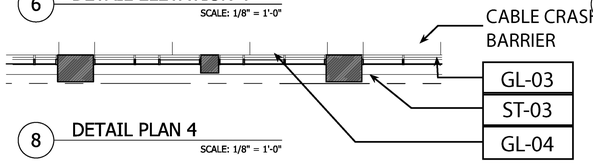
4 DETAIL PLAN 3
SCALE: 1/8" = 1'-0"



5 DETAIL SECTION 4
SCALE: 1/8" = 1'-0"

6 DETAIL ELEVATION 4
SCALE: 1/8" = 1'-0"

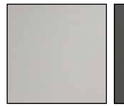
7 DETAIL AXON 4
N.T.S



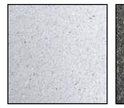
8 DETAIL PLAN 4
SCALE: 1/8" = 1'-0"

MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND


MTL-01

MTL-02


ST-01

ST-02

ST-03

GL-01

GL-02

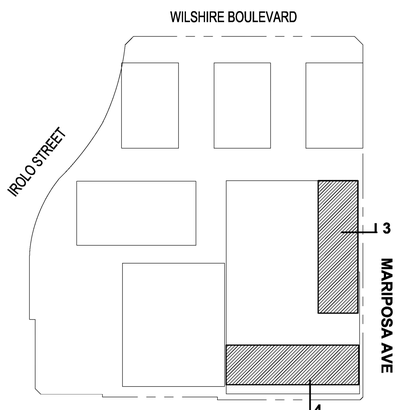
GL-03

GL-04

WD-01

LT-01

PL-01



NOT FOR CONSTRUCTION

CALLISONRTKL
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LOS ANGELES, CA 90071
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FAX: 213-833-6060

WWW.CALLISONRTKL.COM
PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

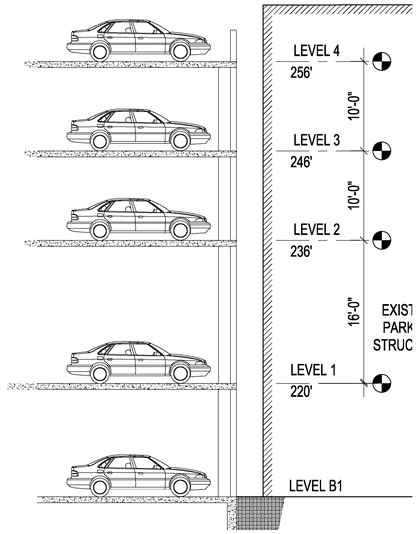
SHEET IDENTIFICATION
TITLE

TYPICAL PARKING FACADE SECTIONS

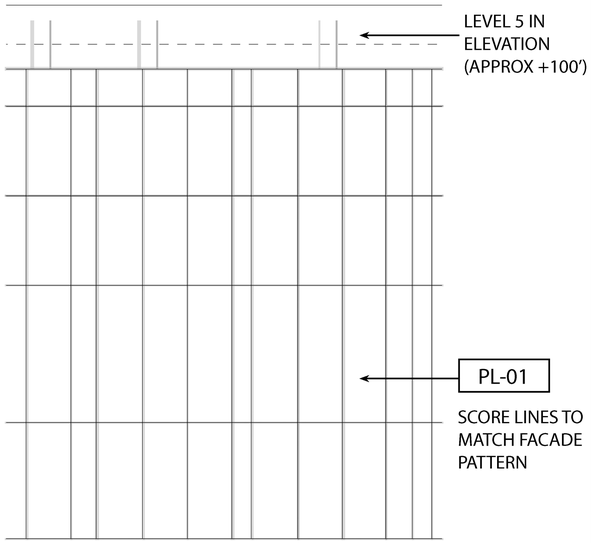
NUMBER

A3.04

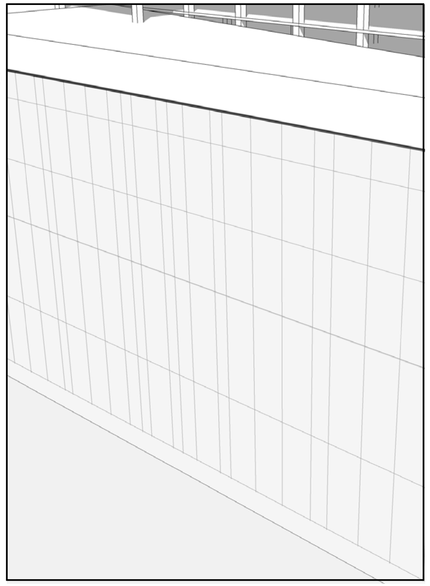
2020 CALLISON RTKL, INC.



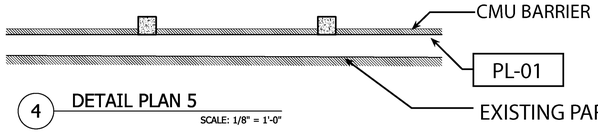
1 DETAIL SECTION 5
SCALE: 1/8" = 1'-0"



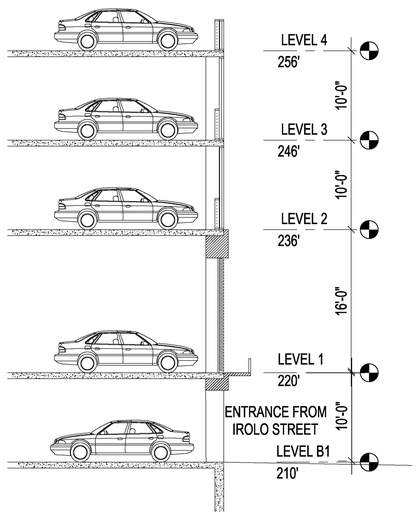
2 DETAIL ELEVATION 5
SCALE: 1/8" = 1'-0"



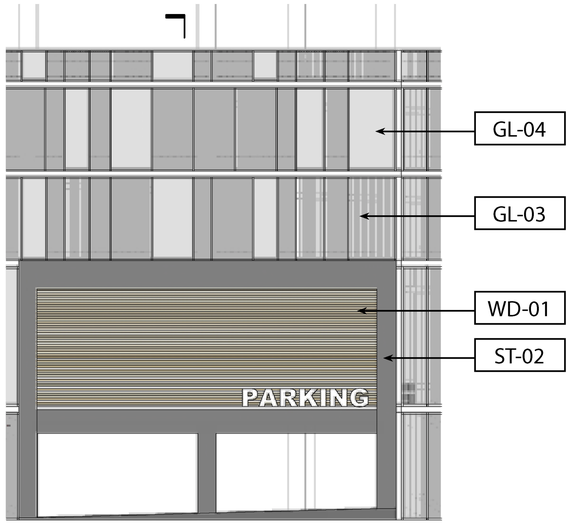
3 DETAIL AXON 5
N.T.S



4 DETAIL PLAN 5
SCALE: 1/8" = 1'-0"

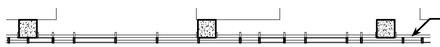


5 DETAIL SECTION 6
SCALE: 1/8" = 1'-0"



6 DETAIL ELEVATION 6
SCALE: 1/8" = 1'-0"

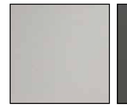
7 DETAIL AXON 6
N.T.S



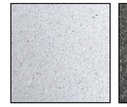
8 DETAIL PLAN 6
SCALE: 1/8" = 1'-0"

MATERIAL FINISHES

MTL-01	METAL PANEL, LIGHT SILVER COLOR
MTL-02	METAL PANEL, DARK GRAY COLOR
ST-01	GFRC PANEL, SILVER WHITE
ST-02	GFRC PANEL, DARK GRAY
ST-03	BRICK
PL-01	STUCCO, WHITE
GL-01	VISION GLASS, CLEAR
GL-02	TEMPERED GLASS (GUARDRAIL, GLASS DOOR)
GL-03	FROSTED GLAZING MIN 50% OPACITY
GL-04	SHADOW BOX GLAZING
LT-01	PIN MOUNTED, BACK-LIT SIGNAGE
WD-01	HORIZONTAL WOODEN SLATS/SIGNAGE BAND


MTL-01

MTL-02


ST-01

ST-02

ST-03

GL-01

GL-02

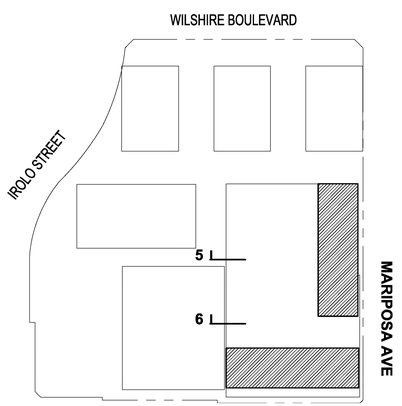
GL-03

GL-04

WD-01

LT-01

PL-01



NOT FOR CONSTRUCTION

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LOS ANGELES, CA 90071
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WWW.CALLISONRTKL.COM
PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

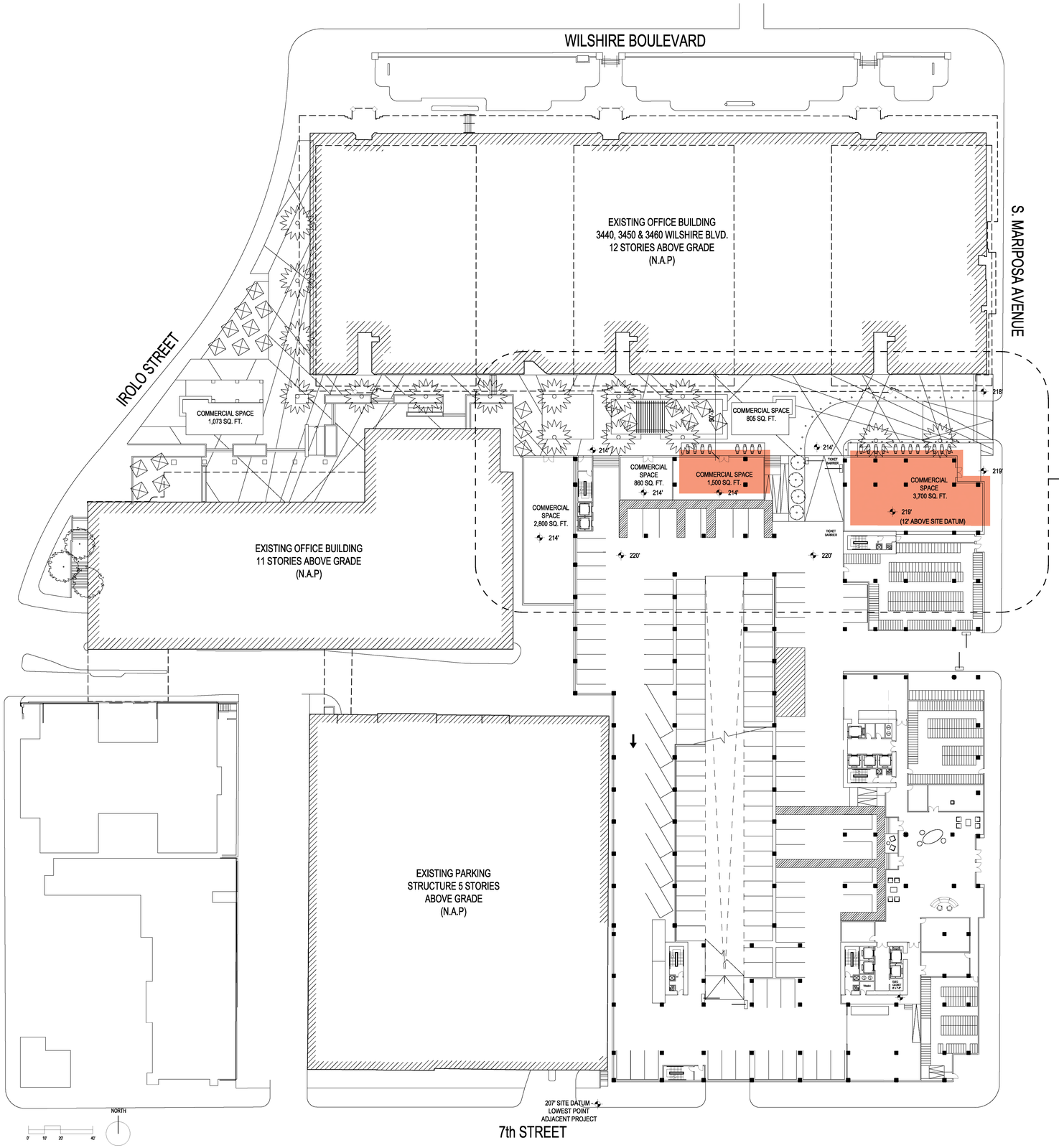
1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
TYPICAL PARKING FACADE SECTIONS

NUMBER
A3.05

2020 CALLISON RTKL, INC.



CUB SUMMARY TABLE

UNIT	USE	AREA	PATIO AREA	TYPE	INDOOR SEATING	OUTDOOR SEATING	TOTAL SEATING
"UNIT A"	RESTAURANT	3,700 SF	900 SF	47	114	24	**138**
"UNIT C"	RESTAURANT	1,500 SF	500 SF	47	48	20	**68**
TOTALS		**5,200 SF**	**1,400 SF**		**162**	**44**	**206**

NOTES:
1. ALL LOCATIONS AND AREAS ARE APPROXIMATE AND MAY VARY.
2. ALL AREAS SHOWN ARE GROSS BUILDING AREA (GBA).
3. ALL AREAS SHOWN ON PLAN INCLUDE BUILDING AREA PLUS PATIO AREA.

INTERIOR SPACE

1 LEVEL 1
SCALE: 1/32" = 1'-0"

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
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4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
CUB EXHIBIT

NUMBER
A4.01

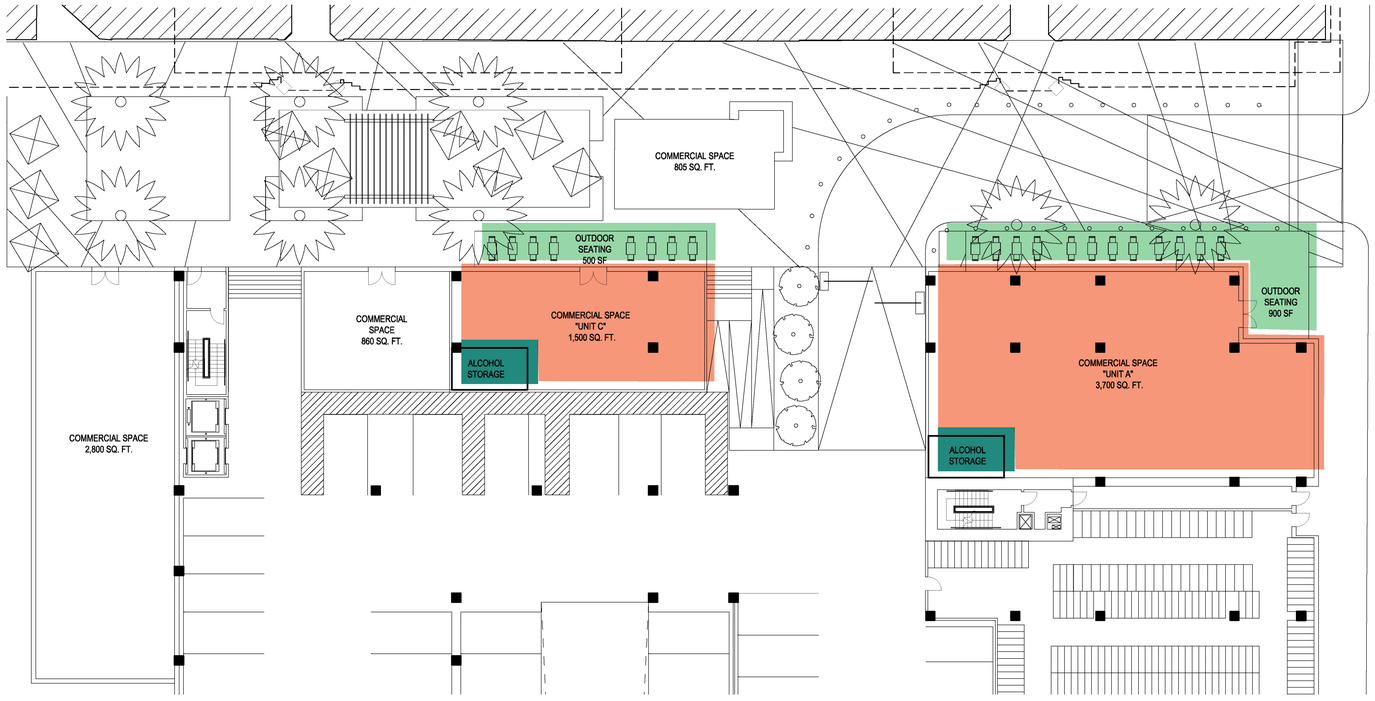
2020 CALLISON RTKL, INC.

CUB SUMMARY TABLE

UNIT	USE	AREA	PATIO AREA	TYPE	INDOOR SEATING	OUTDOOR SEATING	TOTAL SEATING
"UNIT A"	RESTAURANT	3,700 SF	900 SF	47	114	24	**138**
"UNIT C"	RESTAURANT	1,500 SF	500 SF	47	48	20	**68**
TOTALS		**5,200 SF**	**1,400 SF**		**162**	**44**	**206**

NOTES:
1. ALL LOCATIONS AND AREAS ARE APPROXIMATE AND MAY VARY.
2. ALL AREAS SHOWN ARE GROSS BUILDING AREA (GBA).
3. ALL AREAS SHOWN ON PLAN INCLUDE BUILDING AREA PLUS PATIO AREA.

INTERIOR SPACE
ALCOHOL STORAGE
PATIO AREA



1 LEVEL 1
SCALE: 1/16" = 1'-0"

NOT FOR CONSTRUCTION

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PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE
CUB EXHIBIT ENLARGED PLAN

NUMBER
A4.02

2020 CALLISON RTKL, INC.

1 VIEW FROM 7TH & MARIPOSA LOOKING NORTH WEST

N.T.S

NOT FOR CONSTRUCTION

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A DESIGN CONSULTANCY OF ARCADIS

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PROJECT NUMBER: 040-170110.00

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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

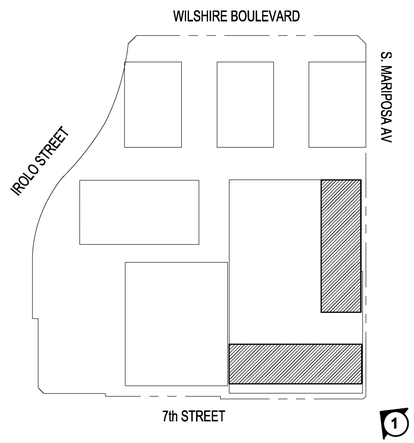
SEAL

SHEET IDENTIFICATION
TITLE
RENDERING

NUMBER
A9.01

2020 CALLISON RTKL, INC.

1 STREET VIEW FROM 7TH & MARIPOSA LOOKING WEST
N.T.S



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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

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2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

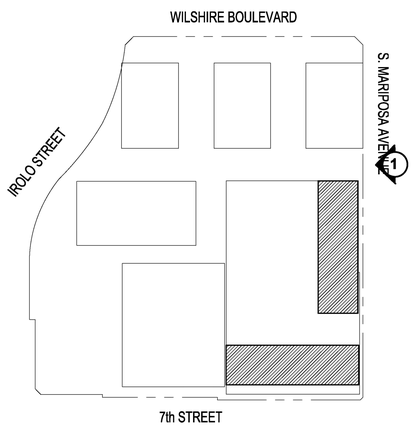
SHEET IDENTIFICATION
TITLE
RENDERING

NUMBER
A9.02

2020 CALLISON RTKL, INC.

1 STREET VIEW FROM PASEO LOOKING WEST

N.T.S



NOT FOR CONSTRUCTION

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CALLISON RTKL, INC.
333 S. HOPE STREET, C-200
LOS ANGELES, CA 90071
TEL: 213-633-6000
FAX: 213-633-6060

WWW.CALLISONRTKL.COM
PROJECT NUMBER: 040-170110.00

PROJECT ADDRESS:
3440 WILSHIRE BLVD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	05/09/2016	CASE FILING
2	05/18/2018	REVISION FILING
3	12/07/2018	REVISION FILING
4	04/15/2019	REVISION FILING
5	07/10/2019	REVISION FILING
6	01/09/2020	REVISION FILING

SEAL

SHEET IDENTIFICATION
TITLE

RENDERING

NUMBER

A9.03

2020 CALLISON RTKL, INC.

CONSTRUCTION LEGEND

1. ENHANCED PAVING
2. RESTAURANT PATIO SEATING
3. TRELLIS
4. STAIRS
5. RAMP
6. WATER FEATURE
7. EXISTING ARCHITECTURAL OVERHANG
8. BOLLARDS
9. OVERHEAD ENTRY PORTAL
10. PORTABLE PLANTER
11. RAISED PLANTER

PLANTING LEGEND

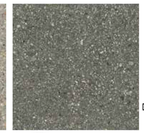
- A — CANOPY TREE, REFER TO SHEET L1.07 FOR PALETTE
- B — PALM TREE, REFER TO SHEET L1.07 FOR PALETTE
- C — STREET TREE PER THE STREET TREE DIVISION
- D — SHRUB/GROUNDCOVER PLANTING MIX, REFER TO SHEET L1.08 FOR PALETTE
- E — EXISTING TREE
- F — EXISTING STREET TREE

PAVING FINISHES

PV01 — PRECAST CONCRTE PAVERS, GREY COLOR

PV02 — PORCELAIN WOOD TILE, GREY COLOR

PV03 — CAST IN PLACE CONCRETE PAVING, NATURAL GREY COLOR



PV04 — CAST IN PLACE CONCRETE PAVING, COBBLESTONE COLOR

WALL FINISHES

W01 — CAST IN PLACE CONCRETE BOARD FORM WALL, NATURAL GREY COLOR

W02 — PRECAST CONCRETE WALL, WHITE COLOR

W03 — DECORATIVE CMU BLOCK WALL, WHITE COLOR

TREE COUNT

(MIN. 24" BOX SIZE, PALM TREES NOT INCLUDED)

LEVEL	QUANTITY
LEVEL 1 (3 CANOPY TREE, 8 STREET TREES)	11
LEVEL 5 (7 CANOPY TREE, 84 SCREEN TREES)	91
ROOF LEVEL (SCREEN TREES)	58
TOTAL TREE PROVIDED	160
TOTAL TREE REQUIRED	160

TREE NOTE

THE MINIMUM AMOUNT OF SOIL VOLUME FOR TREE WELLS ON A PODIUM OR ROOFTOP SHALL BE BASED ON THE SIZE OF THE TREE AT MATURITY:

I. 200 CUBIC FEET FOR A TREE WITH A CANOPY DIAMETER OF 15'-19'
II. 400 CUBIC FEET FOR A TREE WITH A CANOPY DIAMETER OF 20'-24'
III. 620 CUBIC FEET FOR A TREE WITH A CANOPY DIAMETER OF 25'-29'
IV. 900 CUBIC FEET FOR A TREE WITH A CANOPY DIAMETER OF 30'-34'

16 0 32 64 128
SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

CALLISONRTKL
A DESIGN CONSULTANCY OF ARCADIS

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333 S. HOPE STREET, C-200
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WWW.CALLISONRTKL.COM
PROJECT NUMBER: 040-150069.00

LRM
LANDSCAPE ARCHITECTURE | URBAN DESIGN
LRMLTD.COM CA PLA 4255

PROJECT ADDRESS:
CENTRAL PLAZA
3440 WILSHIRE BOULEVARD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	09/24/2016	CASE FILING
2	07/18/2018	REVISED CASE FILING
3	08/10/2018	REVISED CASE FILING
4	01/09/2020	REVISED CASE FILING

SEAL

SHEET IDENTIFICATION
TITLE
LEVEL 1
LANDSCAPE PLAN

NUMBER
L-1.01

2016 CALLISON RTKL, INC.

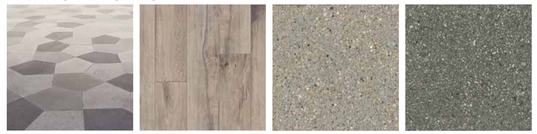
CONSTRUCTION LEGEND

1. ENHANCED PAVING
2. FIREPIT WITH BANQUETTE/LOUNGE SEATING
3. FIREPLACE WITH TRELLIS/LOUNGE SEATING
4. TRELLIS WITH TABLE AND CHAIRS
5. POOL
6. CHAISE LOUNGE CHAIRS
7. POOL CABANAS
8. POOL ENCLOSURE FENCE/GATE
9. POOL ENCLOSURE WALL
10. SPA
11. BBQ COUNTER
12. BBQ COUNTER WITH SEATING AREA
13. DOG AREA WITH BENCH
14. GUARDRAIL
15. GUARDRAIL PARAPET PLANTER
16. PRIVATE PATIO
17. PARKING STRUCTURE LEVEL BELOW
18. RAISED PLANTER

PLANTING LEGEND

- A — CANOPY TREE, REFER TO SHEET L1.07 FOR PALETTE
- B — PALM TREE, REFER TO SHEET L1.07 FOR PALETTE
- C — PALM TREE IN PARKING STRUCTURE LEVEL BELOW. TRUNK HEIGHT TO BE LEVEL ABOVE PARAPET PLANTER
- D — SHRUB/GROUNDCOVER PLANTING MIX, REFER TO SHEET L1.08 FOR PALETTE
- E — SCREEN TREE, REFER TO SHEET L1.07 FOR PALETTE

PAVING FINISHES



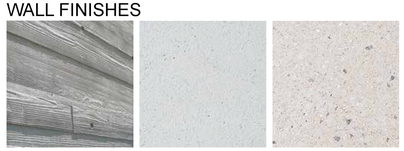
PV01 — PRECAST CONCRTE PAVERS, GREY COLOR

PV02 — PORCELAIN WOOD TILE, GREY COLOR

PV03 — CAST IN PLACE CONCRETE PAVING, NATURAL GREY COLOR

PV04 — CAST IN PLACE CONCRETE PAVING, COBBLESTONE COLOR

WALL FINISHES



W01 — CAST IN PLACE CONCRETE BOARD FORM WALL, NATURAL GREY COLOR

W02 — PRECAST CONCRETE WALL, WHITE COLOR

W03 — DECORATIVE CMU BLOCK WALL, WHITE COLOR

16 0 32 64 128

SCALE: 1/32" = 1'-0"

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LRM
LANDSCAPE ARCHITECTURE | URBAN DESIGN
LRMLTD.COM CA PLA 4205

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CENTRAL PLAZA
3440 WILSHIRE BOULEVARD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

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3	08/10/2018	REVISED CASE FILING
4	01/09/2020	REVISED CASE FILING

SEAL

SHEET IDENTIFICATION

TITLE

LEVEL 5
LANDSCAPE PLAN

NUMBER

L-1.02

2016 CALLISON RTKL, INC.

CONSTRUCTION LEGEND

1. ENHANCED PAVING
2. PLANTER
3. FIREPIT WITH LOUNGE SEATING
4. TRELLIS WITH LOUNGE SEATING
5. CHAISE LOUNGE CHAIRS
6. BBQ COUNTER WITH SEATING AREA
7. GUARDRAIL

PLANTING LEGEND

A — SHRUB/GROUNDCOVER PLANTING MIX, REFER TO SHEET L1.08 FOR PALETTE

B — SCREEN TREE, REFER TO SHEET L1.07 FOR PALETTE

PAVING FINISHES

PV01 — PRECAST CONCRTE PAVERS, GREY COLOR

PV02 — PORCELAIN WOOD TILE, GREY COLOR

PV03 — CAST IN PLACE CONCRETE PAVING, NATURAL GREY COLOR

PV04 — CAST IN PLACE CONCRETE PAVING, COBBLESTONE COLOR

WALL FINISHES

W01 — CAST IN PLACE CONCRETE BOARD FORM WALL, NATURAL GREY COLOR

W02 — PRECAST CONCRETE WALL, WHITE COLOR

W03 — DECORATIVE CMU BLOCK WALL, WHITE COLOR

16 0 32 64 128

SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

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LRMLTD.COM CA PLA 4205

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LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

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SEAL

SHEET IDENTIFICATION
TITLE

ROOF LEVEL
LANDSCAPE PLAN

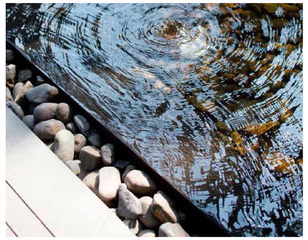
NUMBER

L-1.03

2016 CALLISON RTKL, INC.

LEVEL 1

RESTAURANT PATIO SEATING
TRELLIS
WATER FEATURE
BOLLARDS

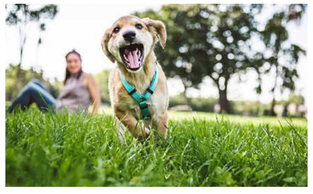


ROOF LEVEL

TRELLIS
FIREPIT
CHAISE LOUNGE CHAIRS
BBQ COUNTER

LEVEL 5

FIREPIT
FIREPLACE
POOL + SPA
CHAISE LOUNGE CHAIRS
POOL CABANAS
TRELLIS
BBQ COUNTER
DOG AREA WITH BENCH



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PROJECT NUMBER: 040-150069.00

LRM
LANDSCAPE ARCHITECTURE | URBAN DESIGN
LRMLTD.COM CA PLA 4255

PROJECT ADDRESS:
CENTRAL PLAZA
3440 WILSHIRE BOULEVARD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

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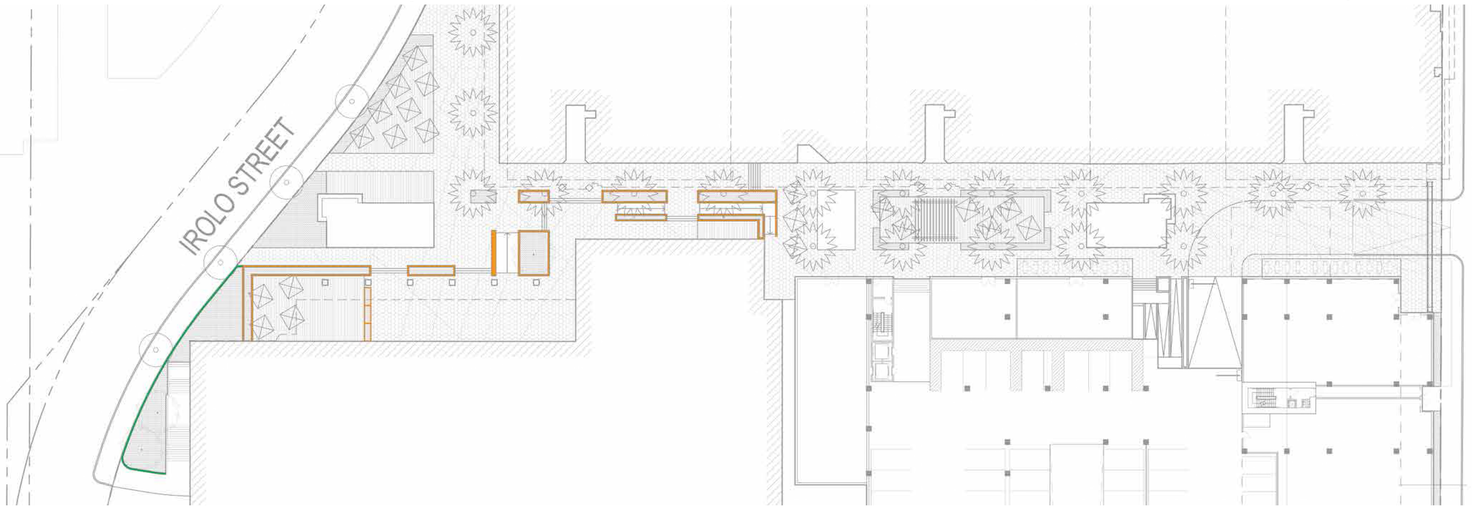
SEAL

SHEET IDENTIFICATION
TITLE
SAMPLE CONCEPT IMAGERY

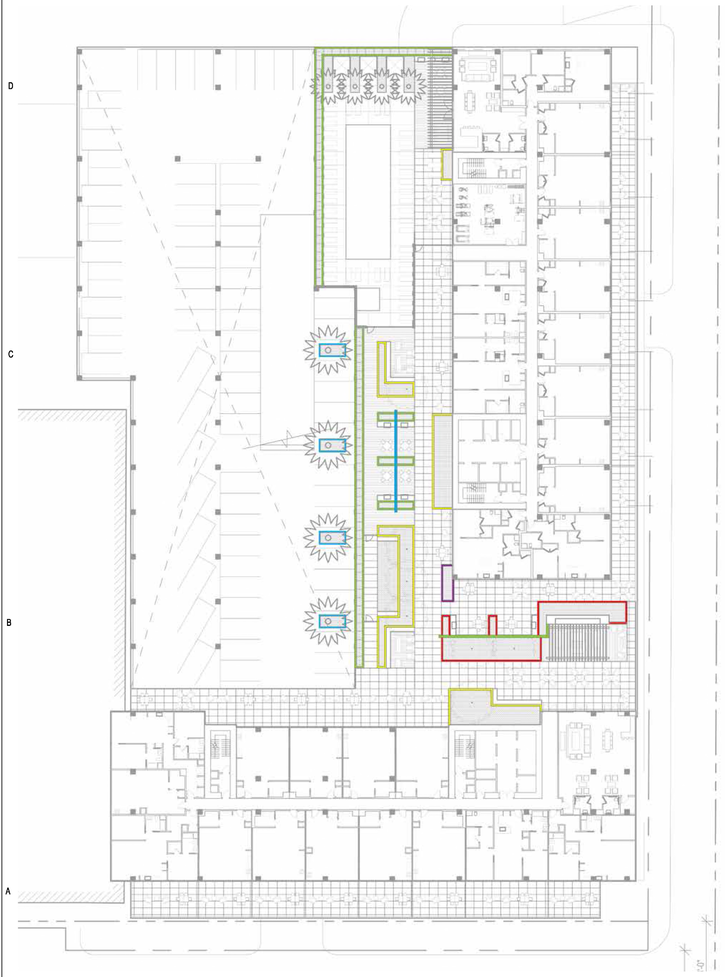
NUMBER
L-1.04

2016 CALLISON RTKL, INC.



S. MARIPOSA AVENUE

LEVEL 1



LEVEL 5

ROOF LEVEL

LEGEND

- 12”
- 24”
- 36”
- 40”
- 42”
- 48”
- 60”

NOTE:
PLANTER WALL HEIGHT IS FROM TOP OF WALL TO THE HIGHEST ADJACENT FINISH SURFACE ELEVATION.

SCALE: 1/32" = 1'-0"

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LRM
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LRMLTD.COM CA PLA 4205

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3440 WILSHIRE BOULEVARD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

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SEAL

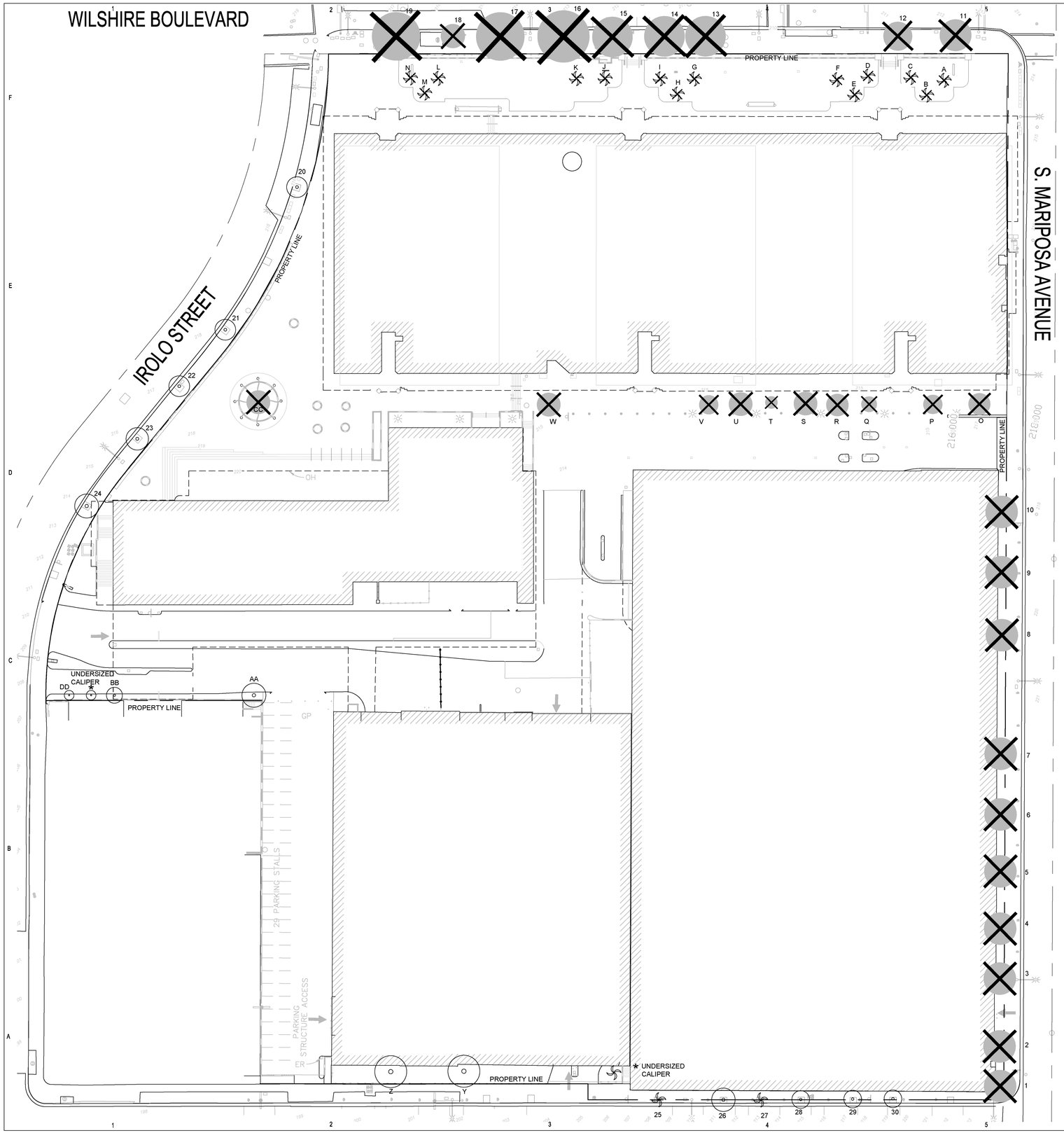
SHEET IDENTIFICATION
TITLE

PLANTER WALL HEIGHT PLAN

NUMBER

L-1.05

2016 CALLISON RTKL, INC.



LEGEND

EXISTING TREES TO BE REMOVED (43 TOTAL)

EXISTING TREES TO REMAIN, PROTECT IN PLACE (16 TOTAL)

TREE ID	SPECIES NAME	COMMON NAME	HEALTH	PROTECTED? Y/N	REMOVE Y/N
TREES IN PUBLIC RIGHT OF WAY					
Tree 1	FICUS MICROCARPA NITIDA	CHINESE BANYAN	FAIR	N	Y
Tree 2	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	Y
Tree 3	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	Y
Tree 4	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	Y
Tree 5	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	Y
Tree 6	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	Y
Tree 7	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	Y
Tree 8	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	Y
Tree 9	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	Y
Tree 10	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	Y
Tree 11	CINNAMOMUM CAMPHORA	CAMPHOR TREE	GOOD	N	Y
Tree 12	CINNAMOMUM CAMPHORA	CAMPHOR TREE	GOOD	N	Y
Tree 13	CINNAMOMUM CAMPHORA	CAMPHOR TREE	GOOD	N	Y
Tree 14	CINNAMOMUM CAMPHORA	CAMPHOR TREE	GOOD	N	Y
Tree 15	CINNAMOMUM CAMPHORA	CAMPHOR TREE	GOOD	N	Y
Tree 16	CINNAMOMUM CAMPHORA	CAMPHOR TREE	GOOD	N	Y
Tree 17	CINNAMOMUM CAMPHORA	CAMPHOR TREE	GOOD	N	Y
Tree 18	CINNAMOMUM CAMPHORA	CAMPHOR TREE	GOOD	N	Y
Tree 19	CINNAMOMUM CAMPHORA	CAMPHOR TREE	GOOD	N	Y
Tree 20	QUERCUS DOUGLASII	BLUE OAK	FAIR	Y	N
Tree 21	PITTOSPORUM RHOMBIFOLIUM	QUEENSLAND PITTOSPORUM	FAIR	N	N
Tree 22	PITTOSPORUM RHOMBIFOLIUM	QUEENSLAND PITTOSPORUM	FAIR	N	N
Tree 23	PITTOSPORUM RHOMBIFOLIUM	QUEENSLAND PITTOSPORUM	FAIR	N	N
Tree 24	PITTOSPORUM RHOMBIFOLIUM	QUEENSLAND PITTOSPORUM	FAIR	N	N
Tree 25	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	GOOD	N	N
Tree 26	LAGERSTROEMIA INDICA	CRAPE MYRTLE	GOOD	N	N
Tree 27	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	GOOD	N	N
Tree 28	LAGERSTROEMIA INDICA	CRAPE MYRTLE	GOOD	N	N
Tree 29	LAGERSTROEMIA INDICA	CRAPE MYRTLE	GOOD	N	N
Tree 30	LAGERSTROEMIA INDICA	CRAPE MYRTLE	GOOD	N	N
TREES IN PRIVATE PROPERTY					
Tree A	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree B	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree C	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree D	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree E	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree F	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree G	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree H	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree I	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree J	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree K	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree L	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree M	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree N	SYAGRUS ROMANZOFFIANA	QUEEN PALM	GOOD	N	Y
Tree O	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	GOOD	N	Y
Tree P	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	GOOD	N	Y
Tree Q	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	GOOD	N	Y
Tree R	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	GOOD	N	Y
Tree S	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	GOOD	N	Y
Tree T	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	GOOD	N	Y
Tree U	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	GOOD	N	Y
Tree V	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	GOOD	N	Y
Tree W	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	GOOD	N	Y
Tree Y	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	N
Tree Z	FICUS MICROCARPA NITIDA	CHINESE BANYAN	GOOD	N	N
Tree AA	MELALEUCA QUINQUENERVIA	PAPERBARK TREE	GOOD	N	N
Tree BB	MELALEUCA QUINQUENERVIA	PAPERBARK TREE	GOOD	N	N
Tree CC	CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM	GOOD	N	Y
Tree DD	MELALEUCA QUINQUENERVIA	PAPERBARK TREE	GOOD	N	N

16 0 32 64 128

SCALE: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

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LRM
LANDSCAPE ARCHITECTURE | URBAN DESIGN
LRMLTD.COM CA PLA 4205

PROJECT ADDRESS:
CENTRAL PLAZA
3440 WILSHIRE BOULEVARD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	09/24/2016	CASE FILING
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4	01/09/2020	REVISED CASE FILING

SEAL

SHEET IDENTIFICATION

TITLE

TREE DISPOSITION PLAN

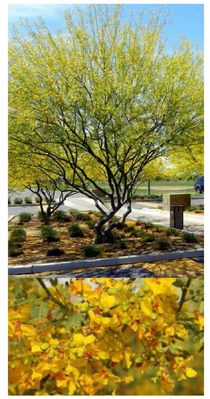
NUMBER

L-1.06

2016 CALLISON RTKL, INC.

CANOPY TREE

ARBUTIS 'MARINA'
marina strawberry tree



CERCIDIUM 'DESERT MUSEUM'
desert museum palo verde

LAGERSTROEMIA INDICA X FAURIEI
'NATCHEZ' natchez crape myrtlez

TIPUANA TIPU
tipu tree

ULMUS PARVIFOLIA
chinese evergreen elm

PALM TREE

PHOENIX DACTYLIFERA
date palm

SCREEN TREE

FICUS MICROCARPA NITIDA
indian laurel fig

PODOCARPUS MACROPHYLLUS
yew pine

NOT FOR CONSTRUCTION

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LRMLTD.COM CA PLA 4255

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PROJECT

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SEAL

SHEET IDENTIFICATION
TITLE
PLANTING PALETTE

NUMBER
L-1.07

2016 CALLISON RTKL, INC.

SHRUB & GROUNDCOVER

AEONIUM A. 'ZWARTKOPF'
purple seonium

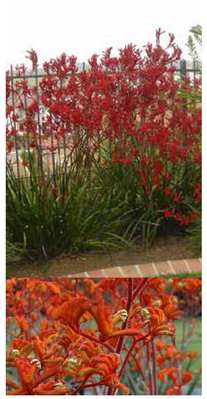
AEONIUM CANARIENSE
canary island aeonium

AGAVE AMERICANA
century plant

AGAVE ATTENUATA
foxtail agave

AGAVE 'BLUE GLOW'
blue glow agave

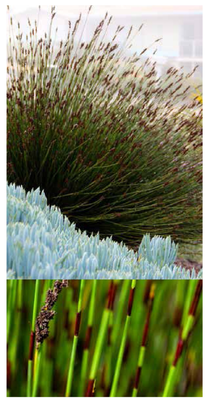
ANIGOZANTHOS HYBRID
kangaroo paw


ANIGOZANTHOS HYBRID
kangaroo paw

ASPARAGUS D. MYERS
foxtail fern

ASPIDISTRA ELATIOR
cast-iron plant

CHAMAEROPS HUMILIS
mediterranean fan palm


CHONDROPETALUM TECTORUM
cape rush

DIANELLA T. 'VARIEGATA'
variegated flax lily

FURCRAEA F. 'MEDIOPICTA'
mauritius hemp

LOMANDRA LONGIFOLIA 'BREEZE'
dwarf mat rush

LIRIOPE GIGANTEA
giant lilyturf

MYOPORUM P. 'PUTAH CREEK'
creeping myoporum

NASSELLA TENUISSIMA
mexican feather grass

PHILODENDRON 'XANADU'
winterbourne

PHORMIUM 'AMAZING RED'
amazing red flax

PHORMIUM TENAX 'BRONZE'
bronze flax

ROSMARINUS O. 'PROSTRATUS'
trailing rosemary

SANSEVIERIA HYBRID
snake plant

SANSEVIERIA HYBRID
snake plant

SENECIO MANDRALISCAE
blue chalksticks

SENECIO VITALIS
narrow-lead chalksticks

STRELITZIA NICOLAI
giant bird of paradise

WESTRINGIA FRUTICOSA 'WYNABBIE GEM'
coast rosemary

NOT FOR CONSTRUCTION

CALLISONRTKL
A DESIGN CONSULTANCY OF ARCADIS

CALLISON RTKL, INC.
333 S. HOPE STREET, C-200
LOS ANGELES, CA 90071

TEL: 213-633-6000
FAX: 213-633-6060

WWW.CALLISONRTKL.COM
PROJECT NUMBER: 040-150069.00

LRM
LANDSCAPE ARCHITECTURE | URBAN DESIGN
LRMLTD.COM CA PLA 4255

PROJECT ADDRESS:
CENTRAL PLAZA
3440 WILSHIRE BOULEVARD
LOS ANGELES, CA 90010

PROJECT

CENTRAL PLAZA
LOS ANGELES, CA

ISSUE DRAWING LOG

1	09/24/2016	CASE FILING
2	07/18/2018	REVISED CASE FILING
3	08/10/2018	REVISED CASE FILING
4	01/09/2020	REVISED CASE FILING

SEAL

SHEET IDENTIFICATION
TITLE
PLANTING PALETTE

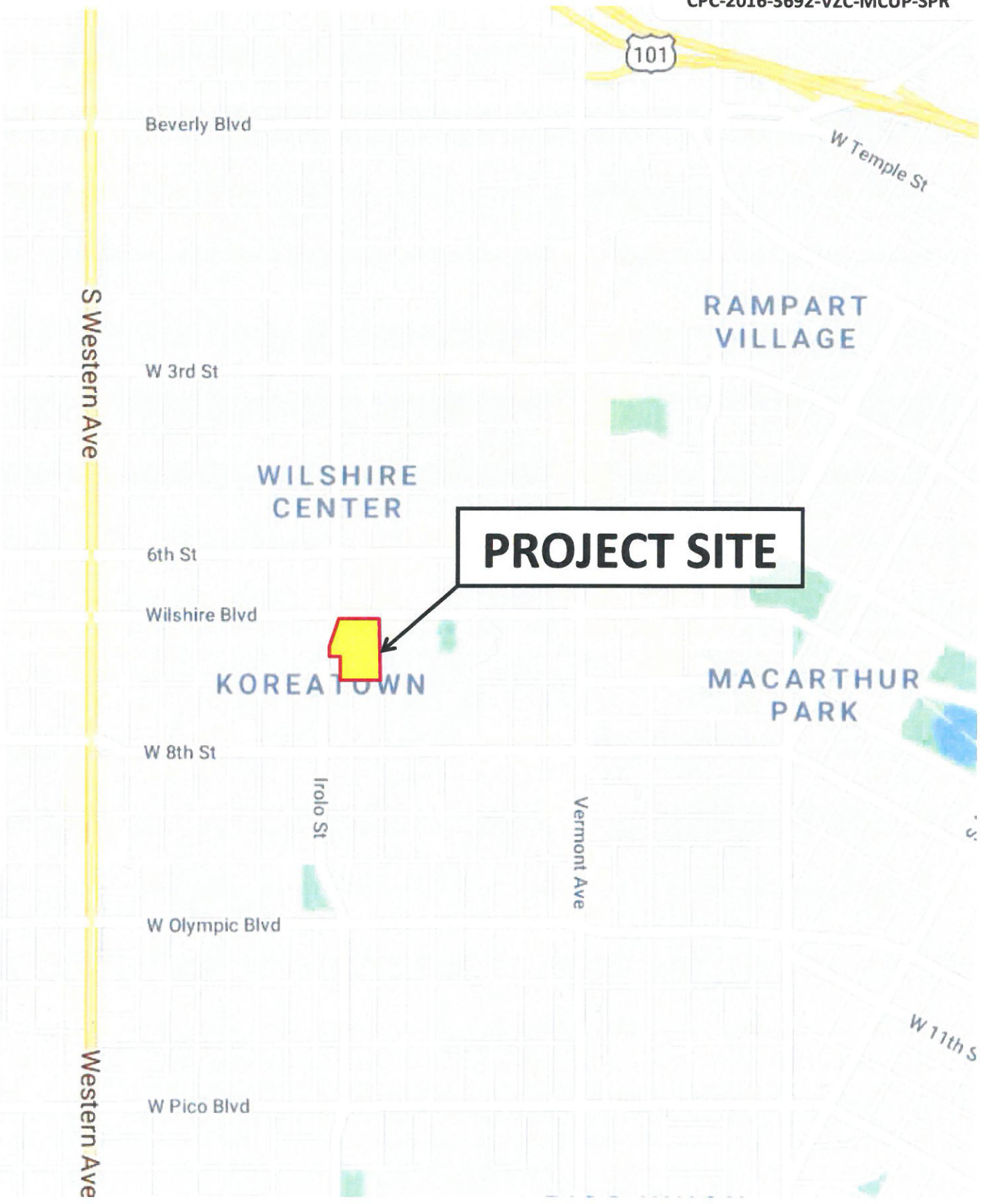
NUMBER
L-1.08

2016 CALLISON RTKL, INC.

EXHIBIT B

MAPS
CPC-2016-3692-VZC-MCUP-SPR

VICINITY MAP



RADIUS MAP

PROJECT BOUNDARY

ZONE CHANGE REQUEST

P-2 & PB-2 TO C4-2

LEGEND:

- FULL LINE - ON SITE ALCOHOL SALES
- BEER & WINE - ON SITE ALCOHOL SALES
- FULL LINE - OFF SITE ALCOHOL SALES
- BEER & WINE - OFF SITE ALCOHOL SALE

VESTING ZONE CHANGE / SITE PLAN REVIEW / MASTER CONDITIONAL USE - C.U.B & VESTING TENTATIVE TRACT MAP NO. 74602

ane consulting planning entitlements + expediting

Ane Consulting, Inc
3648 Long Beach Blvd Space #105
Long Beach, California 90807-4603
tel: (562) 252-0019

THOMAS BROTHERS

PAGE: 633 GRID: J3

LEGAL DESCRIPTION:

LOT: PORS OF 93-98

TRACT: WILSHIRE HARVARD HEIGHTS M.B 8-113

LOT: POR. N.E 1/4 SEC. 25

TRACT: TL. S R14W

"SEE APP'S"

CD: 10

CT: 2123.04

PA: WILSHIRE

USES: FIELD

CASE:

SCALE: 1" = 100'

DM: 1328193

NET AC: 7.39 ±

DATE: [redacted]
Update: 07.22.2019

Job No: 2716043

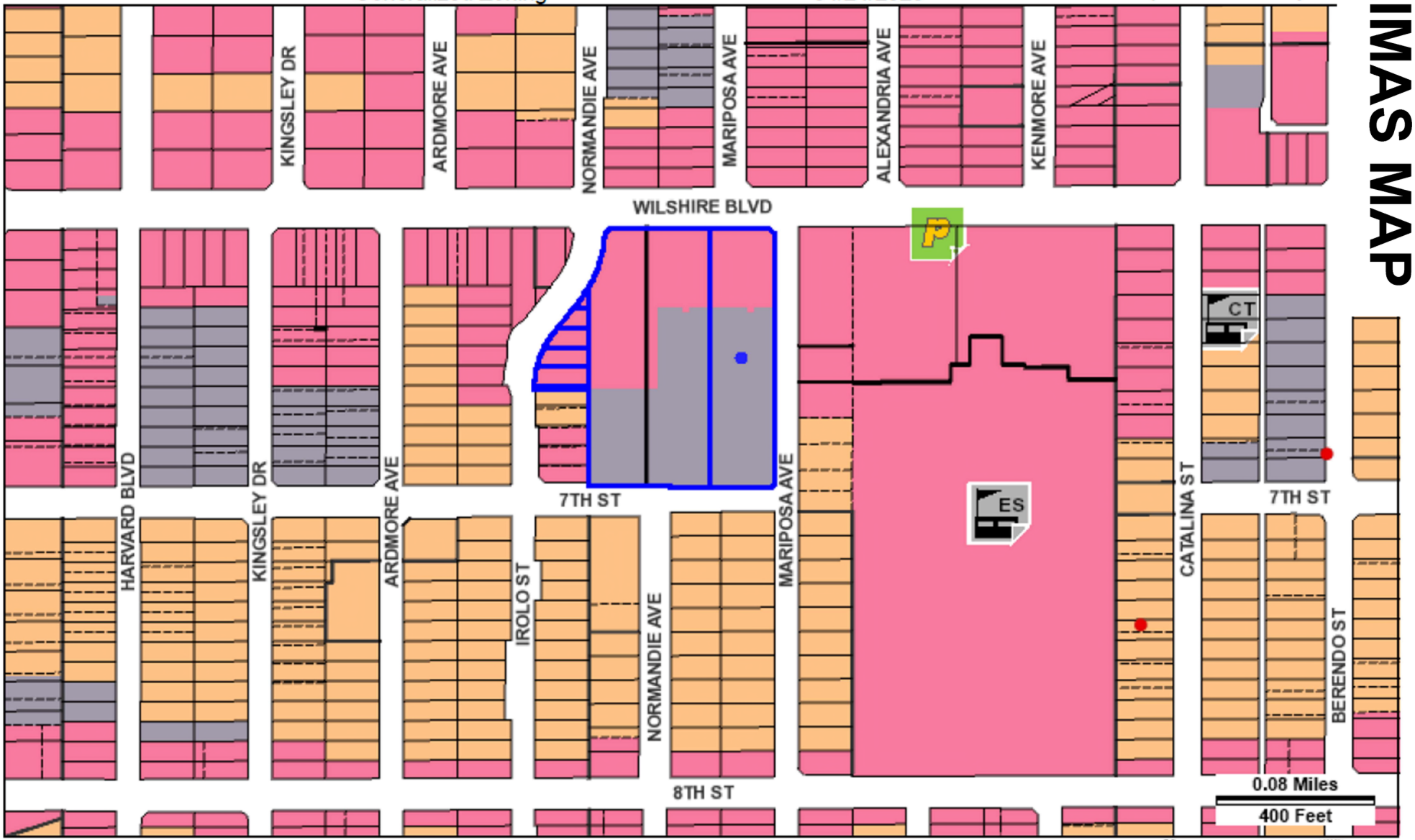
ZIMAS INTRANET

Generalized Zoning

04/24/2020

City of Los A
Department of City Pl

ZIMAS MAP



Address: 3432 W WILSHIRE BLVD
APN: 5094002BRK
PIN #: 132B197 50

Tract: None
Block: None
Lot: PT NE 1/4 SEC 25 T1S R14W
Arb: 60

Zoning: C4-2, PB-2
General Plan: Regional Center Commercial

N
W
E
S

CITY OF LOS ANGELES FOUNDED 1781

EXHIBIT C

MMP & ERRATA
ENV-2016-3693-MND

Mitigation Monitoring Program

3440 Wilshire Project
ENV-2016-3693-MND

1 Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project's impacts in the MND applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the MMs identified for the Project.

2 Organization

As shown on the following pages, each identified mitigation measure for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the MM.
- Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: the phase of the Project during which the MM shall be monitored.
- Monitoring Frequency : the frequency at which the MM shall be monitored.

- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the required MM has been implemented.

3 Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each MM has been implemented. The Applicant shall maintain records demonstrating compliance with each MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

4 Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the MMs. Any addendum or subsequent CEQA clearance shall explain why the MM is no longer

needed, not feasible, or the other basis for modifying or deleting the MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the MM results in a substantial change to the Project or the non-environmental conditions of approval.

5 Mitigation Monitoring Program

Mitigation Measure: TRAN-MM-1 Construction Activity Near Schools

The developer shall maintain ongoing contact with administrators of RFK Community Schools. The administrators shall be contacted when demolition, grading and construction activity begin on the Project Site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school are maintained.

Impact Area: Transportation

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

Mitigation Measure: TRAN-MM-2 Safety Hazards

- The developer shall install appropriate construction related traffic signs around the Project Site to ensure pedestrian and vehicle safety.

- The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding) from

work space and vehicular traffic, and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities shall be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction and/or construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Impact Area: Transportation

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

Project Design Features

3440 Wilshire Project
ENV-2016-3693-MND

In addition to the required mitigation measures, the project also includes project design features that prevent any significant impacts from occurring through design. These project design features are included below, and are conditions of the project that must be monitored and enforced as if they were mitigation measures. While these project design features are not required by the code, the City of Los Angeles has required them of the project, and they may not be deleted except by public hearing. These project design features are listed below:

Project Design Feature: TRAN-PDF-1

A Construction Traffic Management Plan will be developed by the contractor and approved by the City of Los Angeles to alleviate construction period impacts, which may include but is not limited to the following measures:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the project site will be off Mariposa Avenue and 7th Street.

- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.

- As parking lane and/or sidewalk closures are anticipated along 7th Street, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.

- Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences.

- Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.

- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.

A Construction Worker Parking Plan will also be developed by the contractor and approved by the City of Los Angeles to ensure that the parking location requirements for construction workers will be strictly enforced. These could include but are not limited to the following measures:

- During construction activities when construction worker parking cannot be accommodated on the project site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the project site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.

- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets.

Impact Area: Transportation

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
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CITY PLANNING COMMISSION

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ERRATUM to the Initial Study/ Mitigated Negative Declaration

3440 Wilshire Project

Case Number: ENV-2016-3693-MND

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

APPLICANT:
Central Plaza, LLC
3450 Wilshire Blvd. Suite 1200-115
Los Angeles, CA 90010

March 2, 2020

PROJECT BACKGROUND

The Site currently consists of 6 subdivided lots and a non-subdivided remainder. The Project is requesting a Vesting Tentative Tract to merge the existing lots and re-subdivide the Site into 6 lots: 1) ground (master) lot with a lot area of 316,438 square feet; 2) residential (apartment) (airspace) with up to 640 residential units in up to 701,315 square feet of floor area; 3) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 2,360 square feet of commercial space; 4) parking (residential, commercial, office, and bike) (airspace); 5) existing 5-story parking structure (airspace); and 6) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 3,700 square feet of commercial space.

The mixed-use project will include: (i) 640 apartment units (441 studio units and 199 2-bedroom units); (ii) 10,738 square feet of commercial floor area (5,538 square feet of retail area and 5,200 square feet of restaurant area [3,700 square feet with 138 indoor and outdoor patio seats of high-turnover restaurant and 1,500 square feet with 68 indoor and outdoor patio seats of fast-food restaurant]); (iii) 1,921 vehicle parking spaces (consisting of 500 residential and 714 commercial spaces and 707 existing spaces to remain). The Project would involve demolishing the existing three-story parking structure, constructing two commercial kiosks (one 1,073 square foot, 16 foot in height kiosk along Irolo Street and one 805 square foot, 16 foot in height kiosk along the pedestrian space between the existing buildings and proposed building, just off Mariposa Avenue), and constructing a 23-story mixed-use building and a 28-story mixed-use building on top of a podium that is four stories above grade and two stories subterranean. The Project provides 500 residential (23 short-term and 477 long-term) and 1,340 commercial (5 short-term and 1,335 long-term) bicycle parking spaces.

There are 30 trees in the public right-of-way, of which one is a protected species and will not be removed. Of the 29 non-protected street trees, 19 trees would be removed and replaced. There are 29 trees on the private portion of the Project Site, none of which are protected species. Of these, 24 would be removed. The amount of soils removed or exported would be 137,000 cubic yards.

A Draft Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the Project and circulated from February 6, 2020 through March 9, 2020, for a 33-day public review. The Draft IS/MND identified potential impacts and mitigation measures associated with Transportation, and found that mitigation measures identified in the Draft IS/MND would reduce impact levels to less than significant.

ERRATUM

This Erratum addresses modifications to Section IX. Hazards and Hazardous Materials in the published Draft IS/MND. Deletions to text of the Draft IS/MND are shown with strikethrough. Additions to text of the Draft IS/MND are shown with italic text and underline. Portions of the Draft IS/MND text to remain are included to provide context for the corrections.

Section IX. Hazardous and Hazardous Materials [IS/MND page B-143]

...

Methane

The Project Site is ~~not~~ within a Methane Buffer Zone. *Therefore, the Project is required to comply with Los Angeles Department of Building and Safety (LADBS) regulatory requirements for methane defined in the Los Angeles Methane Seepage Regulations (LAMC, Chapter IX, Article 1, Division 71), including requirements for site testing, including appropriate Site Design Level, which will prevent or retard potential methane gas seepage into the building.*

The methane designation is correctly noted in the Preliminary Geotechnical Engineering Investigation, Geotechnologies, Inc., December 5, 2018 (included as Appendix G-1 to the IS/MND), which was approved by the LADBS in Soils Approval Letter, Los Angeles Department of Building and Safety, December 24, 2018 (included as Appendix G-2 to the IS/MND).

This correction does not constitute new information since the technical appendices included as part of the administrative case file in the IS/MND noted this designation.

This correction does not constitute mitigation because there is an existing regulatory compliance process in place that the Project would comply as part of the building permit process and plan check. No new identified significant impact or worsening of an impact would occur.

Recirculation is Not Required

Once an MND has been circulated, it may need to be recirculated for another round of review and comment if it is "substantially revised" after the public notice of the first circulation period has been given. (CEQA Guidelines § 15073.5(a).) A substantial revision includes two situations (CEQA Guidelines § 15073.5(b)):

1. A new, avoidable significant effect is identified, and to reduce that effect to a level of insignificance, mitigation measures or project revisions must be added.

2. The lead agency finds that the mitigation measures or project revisions originally included in the negative declaration will not reduce potentially significant impacts to a level of insignificance, and new mitigation measures or project revisions are required.

Recirculation is required when the addition of new information deprives the public of a meaningful opportunity to comment on substantial adverse project impacts or feasible mitigation measures or alternatives that are not adopted. (Laurel Heights Improvement Ass'n v Regents of Univ. of Cal. (1993) 6 Cal.4th 1112, 1130 ("Laurel Heights II") (emphasis added); CEQA Guidelines § 15088.5(a).) The purpose of recirculation is to give the public and other agencies an opportunity to evaluate the new data and the validity of conclusions drawn from it. (Silverado Modjeska Recreation & Park Dist. v. County of Orange (2011) 197 Cal.App.4th 282, 305; Save

Our Peninsula Comm. v. Monterey County Bd. of Supervisors (2001) 87 Cal.App.4th 99, 131; Sutter Sensible Planning, Inc. v Board of Supervisors (1981) 122 Cal.App.3d 813, 822.) The critical issue in determining whether recirculation is required is whether any new information added to the environment document is substantial. (Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova (2007) 40 Cal.4th 41 449.)

Recirculation is not required where the new information added to the MND "merely clarifies or amplifies [citations] or makes insignificant modifications in [citation] an adequate" MND. (CEQA Guidelines § 15088.5(b); Sutter Sensible Planning Inc., 122 Cal.App.3d at 822-823; Marin Mun. Water Dist. v. KG Land Cal. Corp. (1991) 235 Cal.App.3d 1652, 1667 [recirculation was not required when the final environmental document contained a revised water moratorium estimate because the new information merely served to clarify an environmental effect that was adequately discussed in the draft document].) Recirculation is "intended to be an exception, rather than the rule." (Laurel Heights II, 6 Cal.4th at 1132.)

Unless these changes result in a new impacts unavoidable impacts or new mitigation measures, recirculation is not required. (W. Placer Citizens for an Agric. & Rural Envtl. v. County of Placer (2006) 144 Cal.App.4th 890, 898 [changes in the project that "reflect an improvement in the environmental condition when compared to the original project or the mitigated design alternatives" do not necessitate recirculation]; Rialto Citizens for Responsible Growth v. City of Rialto (2012) 208 Cal.App.4th 899 ("Rialto Citizens").)

As is the case here, the addition of new information that clarifies, amplifies, or makes insignificant modifications to an MND does not require recirculation. (CEQA Guidelines § 15073.5(c)(4).) New information will only require recirculation when it amounts to a substantial revision of the MND, as defined above. (CEQA Guidelines § 15073.5(b).) As demonstrated herein, is neither a significant, avoidable impact that requires the addition of mitigation measures nor ineffective mitigation measure requiring revisions.

Conclusion

The information contained in this section clarifies, amplifies, or refines information in the IS/MND but does not make any changes that would meet the definition of "significant new information" as defined above. The information added does not change the IS/MND in a way that deprives the public of a meaningful opportunity to comment upon a new or substantially increased significant environmental effect of the Project. As analyzed in the IS/MND, the whole of the record supports the conclusion that the Project would result in impacts below a level of significance.

The City, as lead agency, has reviewed the information in this Erratum and has determined that it does not change any of the basic findings or conclusions of the Draft IS/MND, nor does it constitute "substantial revisions" pursuant to CEQA Guidelines Section 15073.5, or require recirculation of the Draft IS/MND. This Erratum, combined with the Draft IS/MND, including technical appendices and reports thereof, comprise the Final IS/MND.

DEPARTMENT OF CITY PLANNING

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ERRATUM to the Initial Study/ Mitigated Negative Declaration

3440 Wilshire Project

Case Number: ENV-2016-3693-MND

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

APPLICANT:
Central Plaza, LLC
3450 Wilshire Blvd. Suite 1200-115
Los Angeles, CA 90010

March 10, 2020

PROJECT BACKGROUND

The Project Site currently consists of 6 subdivided lots and a non-subdivided remainder. The Project is requesting a Vesting Tentative Tract to merge the existing lots and re-subdivide the Site into 6 lots: 1) ground (master) lot with a lot area of 316,438 square feet; 2) residential (apartment) (airspace) with up to 640 residential units in up to 701,315 square feet of floor area; 3) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 2,360 square feet of commercial space; 4) parking (residential, commercial, office, and bike) (airspace); 5) existing 5-story parking structure (airspace); and 6) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 3,700 square feet of commercial space. The applicant also filed an incidental request under Case No. CPC-2016-3692-VZC-MCUP-SPR, for a Vesting Zone Change from PB-2 and P-2 to C4-2, a Master Conditional Use Permit to permit on-site alcoholic beverages, and Site Plan Review for developments with over 50 dwelling units.

The mixed-use project will include: (i) 640 apartment units (441 studio units and 199 two-bedroom units); (ii) 10,738 square feet of commercial floor area (5,538 square feet of retail area and 5,200 square feet of restaurant area [3,700 square feet with 138 indoor and outdoor patio seats of high-turnover restaurant and 1,500 square feet with 68 indoor and outdoor patio seats of fast-food restaurant]); (iii) 1,921 vehicle parking spaces (consisting of 714 residential and 500 commercial spaces and 707 existing spaces to remain). The Project would involve demolishing the existing three-story parking structure, constructing two commercial kiosks (a 1,073 square foot kiosk, 16 foot in height along Irolo Street and a 805 square foot kiosk, 16 foot in height along the pedestrian space between the existing buildings and proposed building, off Mariposa Avenue), and constructing a 23-story mixed-use building and a 28-story mixed-use building on top of a podium that is four stories above grade and two stories subterranean. The Project provides 500 residential (23 short-term and 477 long-term) and 1,340 commercial (5 short-term and 1,335 long-term) bicycle parking spaces.

There are 30 trees in the public right-of-way, of which one is a protected species and will not be removed. Of the 29 non-protected street trees, 19 trees would be removed and replaced. There are 29 trees on the private portion of the Project Site, none of which are protected species. Of these, 24 would be removed. The amount of soils removed or exported would be 137,000 cubic yards.

A Draft Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the Project and circulated from February 6, 2020 through March 9, 2020, for a 33-day public review. The Draft IS/MND identified potential impacts and mitigation measures associated with Transportation, and found that mitigation measures identified in the Draft IS/MND would reduce impact levels to less than significant. An Erratum dated March 2, 2020, was prepared to address modifications to Section IX. Hazards and Hazardous Materials in the published Draft IS/MND, pertaining to the methane buffer zone designation applicable to the site.

ERRATUM

This Erratum addresses modifications to the designation of proposed vehicular parking spaces in the published Draft IS/MND. Deletions to text of the Draft IS/MND are shown with

strikethrough. Additions to text of the Draft IS/MND are shown with italic text and underline. Portions of the Draft IS/MND text to remain are included to provide context for the corrections.

Cover Page of the IS/MND

...

(iii) 1,921 vehicle parking spaces (consisting of 500 *commercial* ~~residential~~ and 714 *residential* ~~commercial~~ spaces and 707 existing spaces to remain).

The designation of commercial and residential parking spaces was inadvertently swapped on the Cover page only. The MND document, including the Project Description's Table A-5 (Vehicle Parking) has the correct designation. The total number of parking spaces remains correct. As shown in the MND and Project Plans, the Project's new parking spaces and remaining existing parking spaces meet the total number of required parking spaces.

This correction does not constitute new information since the technical appendices included as part of the administrative case file in the IS/MND noted this designation.

This correction does not constitute mitigation because there is an existing regulatory compliance process in place that the Project would comply as part of the building permit process and plan check. No new identified significant impact or worsening of an impact would occur.

Recirculation is Not Required

Once an MND has been circulated, it may need to be recirculated for another round of review and comment if it is "substantially revised" after the public notice of the first circulation period has been given. (CEQA Guidelines § 15073.5(a).) A substantial revision includes two situations (CEQA Guidelines § 15073.5(b)):

1. A new, avoidable significant effect is identified, and to reduce that effect to a level of insignificance, mitigation measures or project revisions must be added.

2. The lead agency finds that the mitigation measures or project revisions originally included in the negative declaration will not reduce potentially significant impacts to a level of insignificance, and new mitigation measures or project revisions are required.

Recirculation is required when the addition of new information deprives the public of a meaningful opportunity to comment on substantial adverse project impacts or feasible mitigation measures or alternatives that are not adopted. (Laurel Heights Improvement Ass'n v Regents of Univ. of Cal. (1993) 6 Cal.4th 1112, 1130 ("Laurel Heights II") (emphasis added); CEQA Guidelines § 15088.5(a).) The purpose of recirculation is to give the public and other agencies an opportunity to evaluate the new data and the validity of conclusions drawn from it. (Silverado Modjeska Recreation & Park Dist. v. County of Orange (2011) 197 Cal.App.4th 282, 305; Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors (2001) 87 Cal.App.4th 99, 131; Sutter Sensible Planning, Inc. v Board of Supervisors (1981) 122 Cal.App.3d 813, 822.) The

critical issue in determining whether recirculation is required is whether any new information added to the environment document is substantial. (Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova (2007) 40 Cal.4th 41 449.)

Recirculation is not required where the new information added to the MND "merely clarifies or amplifies [citations] or makes insignificant modifications in [citation] an adequate" MND. (CEQA Guidelines § 15088.5(b); Sutter Sensible Planning Inc., 122 Cal.App.3d at 822-823; Marin Mun. Water Dist. v. KG Land Cal. Corp. (1991) 235 Cal.App.3d 1652, 1667 [recirculation was not required when the final environmental document contained a revised water moratorium estimate because the new information merely served to clarify an environmental effect that was adequately discussed in the draft document].) Recirculation is "intended to be an exception, rather than the rule." (Laurel Heights II, 6 Cal.4th at 1132.)

Unless these changes result in a new impacts unavoidable impacts or new mitigation measures, recirculation is not required. (W. Placer Citizens for an Agric. & Rural Envtl. v. County of Placer (2006) 144 Cal.App.4th 890, 898 [changes in the project that "reflect an improvement in the environmental condition when compared to the original project or the mitigated design alternatives" do not necessitate recirculation]; Rialto Citizens for Responsible Growth v. City of Rialto (2012) 208 Cal.App.4th 899 ("Rialto Citizens").)

As is the case here, the addition of new information that clarifies, amplifies, or makes insignificant modifications to an MND does not require recirculation. (CEQA Guidelines § 15073.5(c)(4).) New information will only require recirculation when it amounts to a substantial revision of the MND, as defined above. (CEQA Guidelines § 15073.5(b).) As demonstrated herein, is neither a significant, avoidable impact that requires the addition of mitigation measures nor ineffective mitigation measure requiring revisions.

Conclusion

The information contained in this section clarifies, amplifies, or refines information in the IS/MND but does not make any changes that would meet the definition of "significant new information" as defined above. The information added does not change the IS/MND in a way that deprives the public of a meaningful opportunity to comment upon a new or substantially increased significant environmental effect of the Project. As analyzed in the IS/MND, the whole of the record supports the conclusion that the Project would result in impacts below a level of significance.

The City, as lead agency, has reviewed the information in this Erratum and has determined that it does not change any of the basic findings or conclusions of the Draft IS/MND, nor does it constitute "substantial revisions" pursuant to CEQA Guidelines Section 15073.5, or require recirculation of the Draft IS/MND. This Erratum, combined with the Draft IS/MND, including technical appendices and reports thereof, comprise the Final IS/MND.

EXHIBIT D

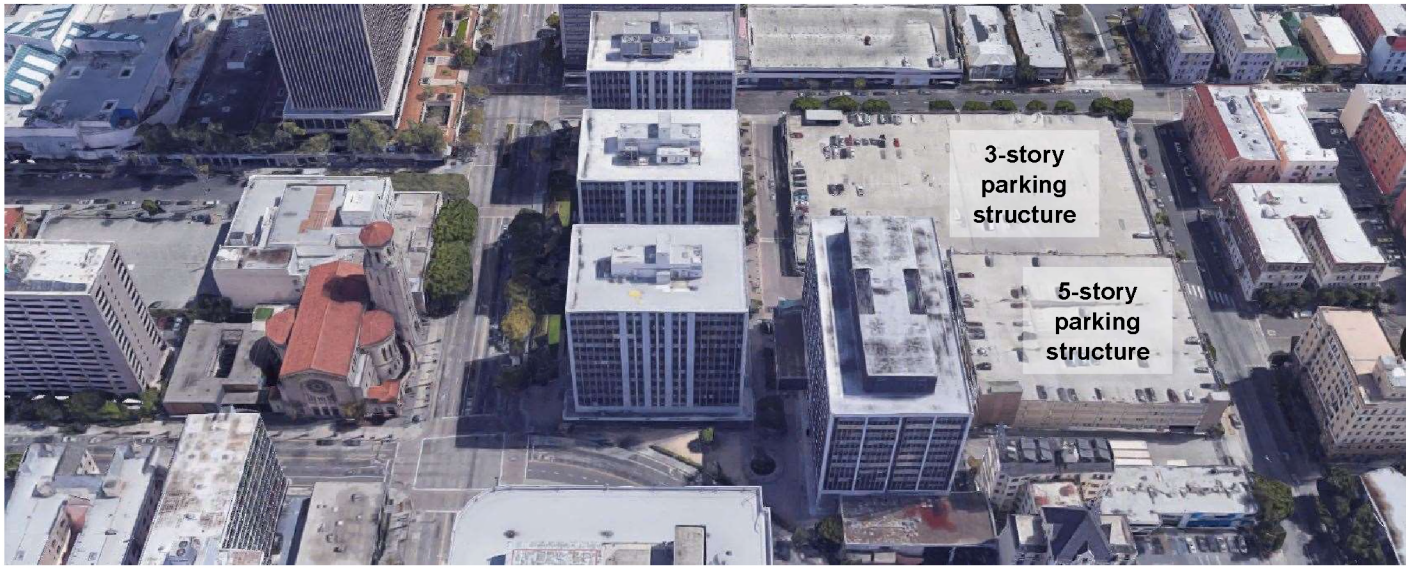
SITE PHOTOGRAPHS
CPC-2016-3692-VZC-MCUP-SPR

SITE PHOTOGRAPHS

Existing commercial structures along Wilshire Blvd. and Irolo St/Normandie Ave.

Existing 3-story and 5-story parking structures along Mariposa Ave/7th St.

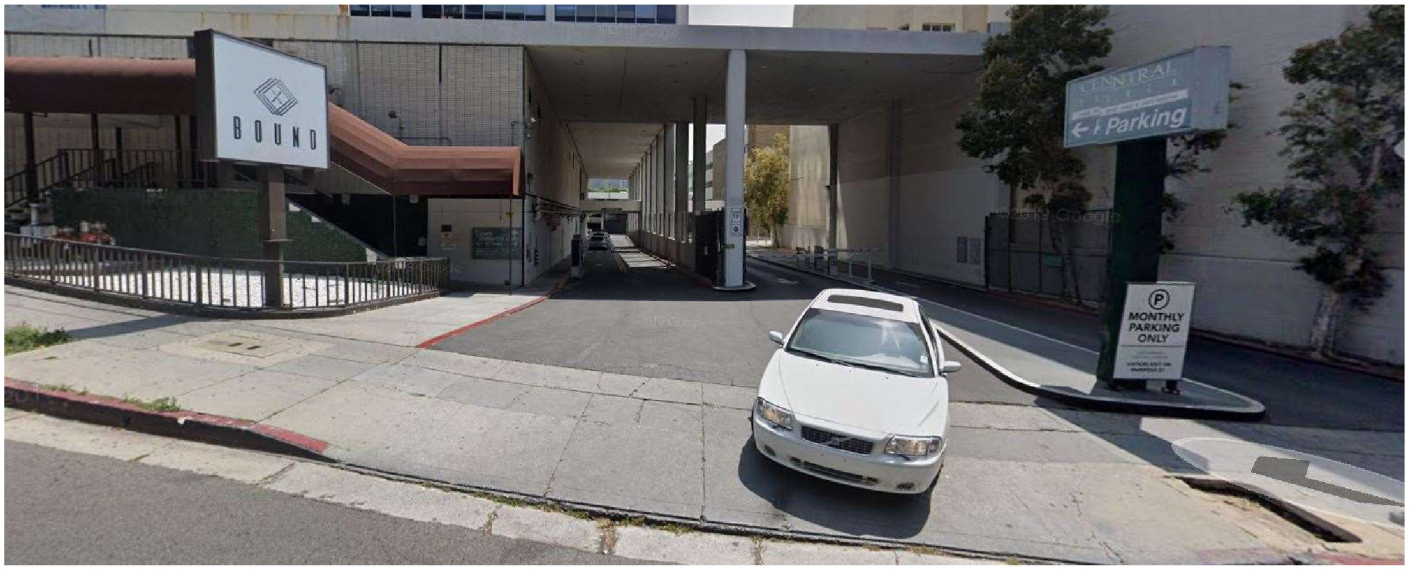
Existing commercial developments and parking structures



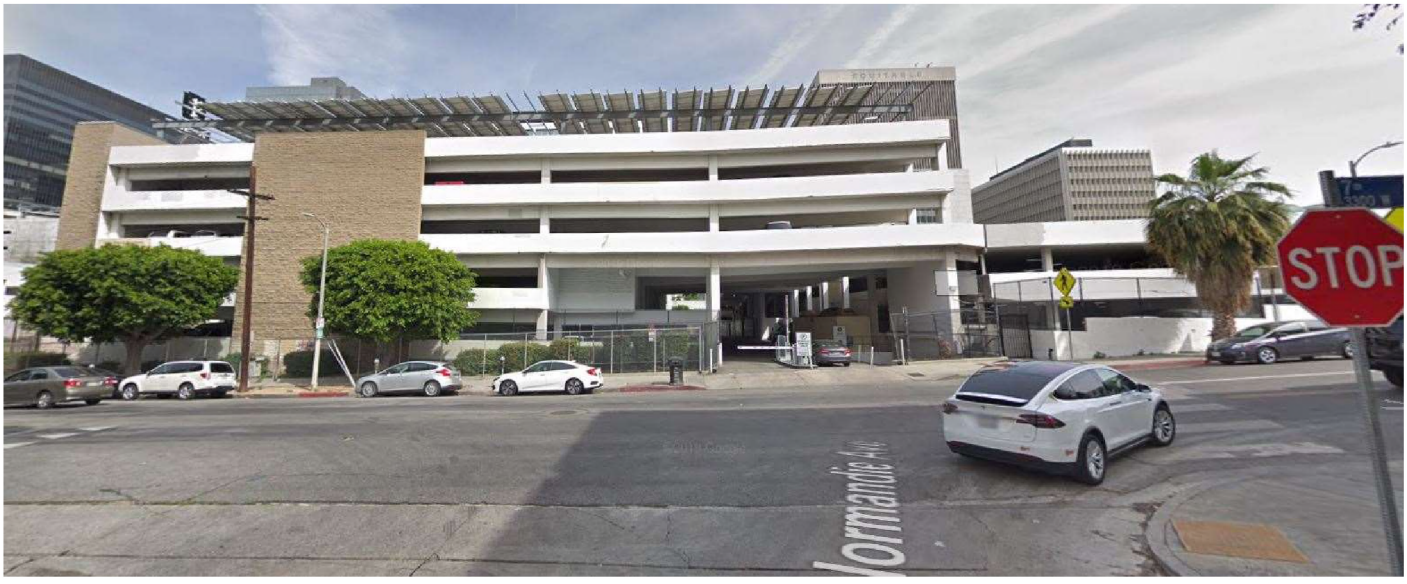
Existing commercial developments and parking structures

Existing vehicular entrance into 3-story parking structure

Intersection of Mariposa Ave. and 7th St.



Existing vehicular access along Irolo St.



Intersection of 7th St. and Normandie Ave.